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Rules and Regulations

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 61]

PART 750—SOIL BANK

Subpart—Conservation Reserve Program for 1956 Through 1959

BREAKING OUT NONCROPLAND

Section 750.183 of the regulations governing the Conservation Reserve Program for 1956 through 1959, 21 F.R. 6289, as amended, is hereby amended by inserting a period after the word "practice" in the first sentence thereof and deleting the remainder of the sentence.

(Sec. 124, 70 Stat. 198; 7 U.S.C. 1812)

Effective date. Date of signature.

Signed at Washington, D.C., on January 20, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-676; Filed, Jan. 23, 1964; 8:48 a.m.]

PART 750—SOIL BANK

Subpart—Violations Procedure

BREAKING OUT NONCROPLAND

Section 750.294d(a) of the soil bank regulations applicable to violations, 22 F.R. 2411, as amended, is hereby amended by revising the first sentence to read as follows: "If at any time during the contract period land on the farm which was not classified as cropland at the time the contract was entered into is broken out unless the breaking out of such land was approved by the county committee as a good farming practice, the entire amount of the annual payment for the year in which the violation occurred payable or paid to the operator and to each other producer on the farm shall be forfeited or refunded."

(Sec. 124, 70 Stat. 198; 7 U.S.C. 1812)

Effective date. Date of signature.

Signed at Washington, D.C., on January 20, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-678; Filed, Jan. 23, 1964; 8:48 a.m.]

[Amdt. 26]

PART 750—SOIL BANK

Subpart—Conservation Reserve Program for 1960

BREAKING OUT NONCROPLAND

Section 750.515 of the regulations governing the Conservation Reserve Program for 1960, 24 F.R. 7987, as amended, is hereby amended by inserting a period after the word "practice" in the first sentence thereof and deleting the remainder of the sentence.

(Sec. 124, 70 Stat. 198; 7 U.S.C. 1812)

Effective date. Date of signature.

Signed at Washington, D.C., on January 20, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-677; Filed, Jan. 23, 1964; 8:48 a.m.]

[Amdt. 4]

PART 775—FEED GRAINS

Subpart—1963 Feed Grain Program Regulations

MISCELLANEOUS AMENDMENTS

The regulations governing the 1963 Feed Grain Program, 28 F.R. 4282, as amended, are hereby further amended as follows:

1. Section 775.202(b)(2) is amended by deleting the word "or" immediately preceding subdivision (ii), by changing the period at the end of the sentence to a comma and by adding immediately thereafter the following: "or (iii) is needed to meet conserving requirements."

2. Section 775.202(c)(2) is amended to read as follows:

(2) For 1963—any acreage as defined in subparagraph (1) of this paragraph planted for harvest excluding (i) any acreage of corn planted on a farm as a conservation use in accordance with the provisions of §§ 775.208 and 775.210(b), (ii) any acreage of sweet corn planted for canning or freezing but harvested for silage, from which no ears were harvested for human consumption because of adverse weather conditions, and (iii) any acreage of corn which is destroyed by the producer or by some cause beyond his control not later than the date for the disposal of excess corn acreage as provided in the regulations governing Determination of Acreage and Performance, Part 718 of this chapter, as amended, and which (*a*) is in excess of the permitted acreage as stated on Form 477, (*b*) is designated as diverted acreage, or (*c*) is needed to meet conserving requirements.

3. Section 775.202(d)(2) is amended by deleting the word "or" immediately preceding subdivision (ii)(*b*), by changing the period at the end of the sentence to a comma and by adding immediately thereafter the following: "or (*c*) is needed to meet conserving requirements."

4. Section 775.207(d) is amended by changing the date in the first sentence thereof from "November 1, 1963" to "October 1, 1963."

5. Section 775.208(a)(1) is amended by changing the last sentence thereof to read as follows: "Wheat or barley may be used as a cover crop only when destroyed by natural causes, plowed down as green manure, destroyed by mechanical means, or clipped and left on the land prior to harvest."

6. Section 775.210(b) is amended by adding at the end thereof a new subparagraph (4) as follows:

(4) Small grains seeded alone and cut for hay not later than the date referred to in paragraph (a)(3) of this section, in areas determined by the State committee to be adversely affected by severe drought conditions.

7. Section 775.210(a)(3) is amended by changing the word "Any" in the fourth sentence thereof to "any" and inserting immediately before such word the following: "Except as provided in § 775.210(b)(4),"

8. Section 775.213(g) is amended by deleting the words "guar and" in subparagraph (1) and changing subparagraph (2) to read as follows: "30 percent of the lowest commodity diversion payment rate for the farm in the case of diverted acreage devoted to castor beans and guar, and".

9. Section 775.220(b) is amended by changing subparagraph (3) to read as follows: "the total conserving acreage on the farm (including diverted acreage devoted to crops planted in lieu of conservation uses) is less than the sum of the conserving base and the intended diverted acres under this program and the Wheat Stabilization Program by more than (i), in case the sum of the conserving base and the intended diverted acres is 20 acres or less, the largest of 1 acre, the sum of the tolerances applicable to the intended diverted acres under subparagraph (1) of this paragraph (b) and § 776.119(b)(1) of this chapter governing the Wheat Stabilization Program, or 10 percent of the sum of the conserving base and the intended diverted acres, and (ii), in case the sum of the conserving base and the intended diverted acres is over 20 acres, the largest of 2 acres, the sum of the tolerances applicable to the intended diverted acres under subparagraph (1) of this paragraph (b)

and § 776.119(b)(1) of this chapter governing the Wheat Stabilization Program, or 5 percent of the sum of the conserving base and the intended diverted acres: *Provided, however,* That the county committee, with the approval of a representative of the State committee, may make payment to the extent of the acreage eligible for payment under paragraph (c) of this section with respect to a farm not meeting the requirements of subparagraphs (1) and (3) of this paragraph (b) if the farm operator establishes that, because of the small size of the deficiency and the unavailability of recent measurements of field acreages on the farm, he had no reason to believe that the designated acreage was less than the acreage intended to be diverted or that the total conserving acreage was less than the conserving base and the intended diverted acres, and all additional acreage on the farm (including any feed grain and other unharvested crops) eligible for such purposes at the time the operator receives a Form ASCS–590 (Notice of Acreage) is designated as diverted acreage or is counted toward meeting the conserving base requirement, and there is still insufficient acreage to comply with the requirements of subparagraphs (1) and (3) of this paragraph (b)."

(Sec. 16(g), 76 Stat. 613, 16 U.S.C. 590(p)(g))

Signed at Washington, D.C., on January 21, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64–703; Filed, Jan. 23, 1964; 8:51 a.m.]

PART 775—FEED GRAINS

Subpart—1964 and 1965 Feed Grain Program Regulations

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775.301 General.
775.302 Definitions.
775.303 Administration.
775.304 Requirements for eligibility.
775.305 Maximum diversion acres.
775.306 Designation, use and care of diverted acreage.
775.307 Approved conservation uses for diverted acreage.
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775.309 Non-cropland used for crops in 1964 or 1965.
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775.323 Reconstitution of farms.
775.324 Performance based upon advice or action of county or State committee.
775.325 Supervisory authority of State committee.
775.326 Delegation of authority.

AUTHORITY: The provisions of this Subpart issued under sec. 16(h), 77 Stat. 45, 16 U.S.C. 590p(h); secs. 105(a) and 105(d), 77 Stat. 44, 7 U.S.C. 1441 note; sec. 326, 76 Stat. 631, 77 Stat. 47, 7 U.S.C. 1334 note.

§ 775.301 General

(a) The regulations in this subpart provide terms and conditions for the feed grain program for the 1964 crop and 1965 crop, respectively (herein called "the program"), under which diversion and price support payments are made to producers who divert acreage from the production of such crop of barley, corn, grain sorghums and feed wheat (herein called "feed grains") to approved conservation uses, and increase their average acreage of cropland devoted in 1959 and 1960 to designated soil conserving crops or practices, including summer fallow and idle land (herein called "conserving base"), by an equal amount, except to the extent that producers devote the diverted acreage to guar, sesame, safflower, sunflower, castor beans, and mustard seed in lieu of conservation uses. No diversion payment shall be made with respect to diverted acreage devoted to safflower and a reduced diversion payment shall be made with respect to diverted acreage devoted to guar, sesame, sunflower, castor beans, and mustard seed. Payments will be made by the actual or constructive delivery of negotiable certificates which Commodity Credit Corporation (CCC) will redeem in feed grains, and cash advances will be made to producers who request the assistance of CCC in marketing certificates earned by them.

(b) If the operator of the farm elects to participate in the program, diversion and price support payments shall be made available to the producers on such farm only if such producers divert from the production of feed grains an acreage on the farm equal to the number of acres stated on Form ASCS–477, Intention to Participate and Application for Payment (herein called "Form 477"), within the tolerances provided in § 775.318(b).

(c) The program is applicable throughout the United States, except in areas excluded by the Administrator, Agricultural Stabilization and Conservation Service (ASCS).

(d) A Feed Grain Program shall be in effect for the 1965 crop of feed grains only if the Secretary determines that the total supply of feed grains will, in the absence of such program, likely be excessive, taking into account the need for an adequate carryover to maintain reasonable and stable supplies and prices of feed grains and to meet any national emergency.

§ 775.302 Definitions.

In the regulations of this subpart and in all instructions, forms and documents in connection therewith, the words and phrases defined in this section shall have the meaning assigned to them herein unless the content or subject matter otherwise requires.

(a) The following words or phrases shall have the meaning assigned to them in the regulations governing Reconstitution of Farms, Farm Allotments and Farm History and Soil Bank Base Acreages, Part 719 of this chapter, as amended: "acquired farm", "agency", "base period", "combination", "county", "community committee", "county committee", "county office", "county office manager", "cropland", "Department", "Deputy Administrator", "displaced owner", "division", "farm", "operator", "person", "reconstitution", "Representative of State committee", "Secretary", "soil bank contract", "State executive director", "State committee" and "subdivision".

(b) "Barley acreage" means:

(1) For 1959 and 1960—any acreage devoted to barley for harvest in 1959 and 1960 as grain and any acreage of barley used for silage. It does not include barley used for hay, pasture, green manure or as a protective conservation cover, except where the county committee determines that such acreage was seeded for harvest as grain but due to abnormal conditions over which the producer had no control harvesting for grain or silage was not carried out.

(2) For 1964 and 1965—any acreage of barley harvested as grain, green chop or silage and any other acreage seeded to barley, excluding:

(i) Barley prevented from reaching maturity by being clipped and left on the land, destroyed by mechanical means or used for hay, pasture or green manure not later than the applicable disposal date in paragraph (q) of this section.

(ii) Barley approved in §§ 775.307 and 775.308 as a conservation use,

(iii) Barley in excess of the permitted acreage, destroyed by mechanical means or by natural causes within 15 days after date of CPR notice of excess acreage, to the extent that such barley cannot be harvested as grain, green chop or silage, or consumed by livestock,

(iv) Barley within the permitted acreage, destroyed by mechanical means or by natural causes to the extent that it cannot be harvested as grain, green chop or silage, or consumed by livestock and designated as diverted acreage or needed to meet the requirements of § 775.304(b)(4), and

(v) Barley within the permitted acreage which the county committee determines was planted in an unworkmanlike manner solely for price support payment and not for harvest.

(3) An acreage devoted to a mixture of crops is considered to be barley acreage if the county committee determines the barley content is 50 percent or more by weight at harvest, and such acreage meets the requirements of subparagraph (1) or (2) of this paragraph as being barley acreage, except that an acreage devoted to a mixture which includes wheat shall not be considered as barley acreage if the crop is considered as wheat acreage under the regulations pertaining to farm acreage allotments.

(c) "Corn acreage" means:

(1) For 1959 and 1960—any acreage planted to field corn for harvest, and any acreage of sweet corn harvested pri-

marily for silage. It does not include close-sown corn used for pasture or green manure, sweet corn harvested primarily for market even though the forage is used for silage, popcorn irrespective of use, and corn not harvested but left on the land for wildlife feed on a farm consisting solely of Federal or State-owned land.

(2) For 1964 and 1965—any acreage planted to field corn and any acreage of other corn, including sweet corn, popcorn and crosses pastured or harvested primarily for livestock or poultry feed, excluding:

(i) Close sown corn used for green manure,

(ii) Sweet corn or popcorn harvested primarily for human consumption even though the forage is pastured or harvested,

(iii) Sweet corn planted for canning or freezing from which no ears have been or will be harvested for human consumption because of adverse weather conditions, even though the forage is pastured or harvested,

(iv) Corn approved in §§ 775.307 and 775.308 as a conservation use,

(v) Corn not harvested but left on the land for wildlife feed on a farm consisting solely of Federal or State-owned land,

(vi) Corn in excess of the permitted acreage, destroyed not later than the applicable disposal date in paragraph (q) of this section or 15 days after date of notice of excess acreage, whichever is later,

(vii) Corn within the permitted acreage, destroyed by mechanical means or by natural causes to the extent that it cannot be harvested as grain, green chop or silage or consumed by livestock, and designated as diverted acreage or needed to meet the requirements of § 775.304 (b) (4), and

(viii) Corn within the permitted acreage which the county committee determines was planted in an unworkmanlike manner solely for price support payment and not for harvest.

(3) An acreage devoted to a mixture of crops is considered to be corn acreage if the county committee determines the feed grain content is 50 percent or more by weight at harvest, the predominant feed grain is corn and such acreage meets the requirements of subparagraph (1) or (2) of this paragraph as being corn acreage.

(d) "Grain sorghum acreage" means:

(1) For 1959 and 1960—any acreage planted to grain sorghums of a feed grain or dual purpose variety for harvest as grain, silage or fodder and any acreage of sweet sorghums harvested for silage. It does not include sweet sorghums harvested for any purpose other than silage and grain sorghums not harvested but left on the land for wildlife feed on a farm consisting solely of Federal or State-owned land.

(2) For 1964 and 1965—any acreage planted to grain sorghums of a feed grain or dual purpose variety, including any cross involving a feed grain or dual purpose variety, and any acreage of sweet sorghums used for green chop or silage, excluding:

(i) Any sorghum-grass cross which, at all stages of growth, has most of the characteristics of the grass parent.

(ii) Sweet sorghums harvested for any purpose other than green chop or silage,

(iii) Sorghums approved in §§ 775.307 and 775.308 as a conservation use,

(iv) Grain sorghums not harvested but left on the land for wildlife feed on a farm consisting solely of Federal or State-owned land,

(v) Sorghums in excess of the permitted acreage, destroyed not later than the applicable disposal date in paragraph (q) of this section or 15 days after date of notice of excess acreage, whichever is later,

(vi) Sorghums within the permitted acreage, destroyed by mechanical means or by natural causes to the extent that they cannot be harvested as grain, green chop or silage or consumed by livestock, and designated as diverted acreage or needed to meet the requirements of § 775.304(b)(4), and

(vii) Sorghums within the permitted acreage which the county committee determines was planted in an unworkmanlike manner solely for price support payment and not for harvest.

(3) An acreage devoted to a mixture of crops is considered to be grain sorghum acreage if the county committee determines the feed grain content is 50 percent or more by weight at harvest, the predominant feed grain is grain sorghums and such acreage meets the requirements of subparagraph (1) or (2) of this paragraph as being grain sorghum acreage.

(e) "Feed wheat acreage" means:

(1) For 1959 and 1960—the average acreage of wheat produced on the farm during 1959, 1960 and 1961, pursuant to the exemption provided in section 335 (f) of the Agricultural Adjustment Act of 1938, in excess of the small farm wheat base established under § 728.17 of the regulations Pertaining to Farm Acreage Allotments, Small Farm Bases and Normal Yields For 1964 and Subsequent Crop Years.

(2) For 1964 and 1965—see § 775.310.

(f) "Feed grain acreage" means:

(1) For 1959 and 1960—the sum of the barley, corn, grain sorghum and feed wheat acreages on the farm.

(2) For 1964 and 1965—the sum of the barley, corn, and grain sorghum acreages on the farm. See also § 775.310.

(g) "Total feed grain base" means the sum of the feed grain bases established for barley, corn, grain sorghums and feed wheat for the farm.

(h) "Stated intention" means the total number of acres of the established total feed grain base for a farm which the operator of the farm intends to divert from the production of feed grains, as stated on Form 477.

(i) "Minimum diversion acres" means the smallest number of acres of the established total feed grain base for the farm which can be diverted from the production of feed grains as set forth in § 775.304(b)(2), in order for the farm to be eligible to participate in the program.

(j) "Conservation Reserve Program" means the program set forth in regulations issued pursuant to the Soil Bank Act, 6 CFR, Part 485, recodified as 7 CFR, Part 750.

(k) "Cropland Conversion Program" means the program formulated under section 16 of the Soil Conservation and Domestic Allotment Act, as amended, under which farmers and ranchers enter into agreements providing for changes in cropping systems and land uses. 28 F.R. 1206.

(l) "Great Plains Conservation Program" means the program authorized by the act of August 7, 1956, 70 Stat. 1115–1117 (16 USC 590 p (b)), 7 CFR Part 601.

(m) "Price support payment" means that part of the price support for the current year's crop of corn, grain sorghums and barley made available to producers through payments in kind as authorized in section 105(d) of the Agricultural Act of 1949, as amended.

(n) "Representative of the county committee" means a member of the county committee or an employee of the county committee.

(o) "Current year" means the calendar year in which the feed grain crop with respect to which payment may be made under this subpart would normally be harvested.

(p) "Substitute crop" means caster beans, guar, mustard seed, sunflower, safflower, or sesame which may be produced on the diverted acreage in lieu of conservation uses.

(q) "Disposal date":

(1) Barley—the barley disposal date for each county or area within the county shall be the same as the wheat disposal date specified in the Regulations Pertaining to Farm Acreage Allotments, Small Farm Bases and Normal Yields for 1964 and Subsequent Crop Years (Part 728 of this chapter).

(2) Corn and grain sorghums:

ALABAMA

August 1: All Counties

ARIZONA

(Corn)

June 15: Maricopa, Pinal and Yuma.
August 15: Cochise, Gila, Graham, Greenlee, Pima and Santa Cruz.
September 1: Mohave and Yavapai.
September 15: Apache, Coconino and Navajo.

(Grain sorghums)

June 15: Maricopa (spring planted), Pinal (spring planted) and Yuma.
July 1: Pima.
August 15: Cochise, Gila, Graham, Greenlee and Santa Cruz.
September 1: Mohave and Yavapai.
September 15: Apache, Coconino and Navajo.
October 1: Maricopa (summer planted) and Pinal (summer planted).

ARKANSAS

(Corn)

July 1: All counties.

(Grain sorghums)

September 1: All counties.

CALIFORNIA

(Corn)

May 1: Riverside (Except West End).
May 15: Imperial.
July 15: Mendocino.

August 1: San Diego.

August 15: Fresno, Kern, Kings, Madera, Merced, San Bernardino, San Joaquin, Santa Barbara, Solano, Stanislaus, Tehama and Tulare.

September 1: Butte, Lake, Orange, Riverside (West End), San Benito, Sacramento, Sonoma, Sutter, Yolo and Yuba.

September 15: Amador, Contra Costa, Glenn, Los Angeles, Monterey, Napa and San Luis Obispo.

October 1: Colusa and Placer.

(*Grain sorghums*)

May 1: Riverside (Except West End).

May 15: Imperial.

July 1: San Bernardino.

July 15: Mendocino.

August 1: San Diego.

August 15: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Santa Barbara, Solano, Stanislaus, Tehama, Tulare and Ventura.

September 1: Butte, Lake, Orange, Riverside (West End), San Benito, Sacramento, Sutter, Yolo and Yuba.

September 15: Alemeda, Amador, Contra Costa, Glenn, Los Angeles, Monterey, Napa and San Luis Obispo.

October 1: Colusa, Placer and Sonoma.

Colorado

August 20: All counties.

Connecticut

August 15: All counties.

Delaware

August 1: All counties.

Florida

July 1: All counties.

Georgia

July 31: Chattahoochee, Marion, Schley, Macon, Peach, Houston, Twiggs, Wilkinson, Washington, Glascock, Jefferson, Richmond and all counties south thereof.

August 15: All other counties except those listed above.

Idaho

Corn and grain sorghum disposal date will be the same as established for barley in subparagraph 1 of this paragraph.

Illinois

August 1: All counties.

Indiana

August 15: Bartholomew, Brown, Clark, Clay, Crawford, Daviess, Dearborn, Decatur, Dubois, Fayette, Floyd, Franklin, Gibson, Greene, Hancock, Harrison, Hendricks, Jackson, Jefferson, Jennings, Johnson, Knox, Lawrence, Marion, Martin, Monroe, Morgan, Ohio, Orange, Owen, Parke, Perry, Pike, Posey, Putnam, Ripley, Rush, Scott, Shelby, Spencer, Sullivan, Switzerland, Union, Vanderburgh, Vermillion, Vigo, Warrick and Washington.

September 1: Adams, Allen, Benton, Blackford, Boone, Carroll, Cass, Clinton, De Kalb, Delaware, Elkhart, Fountain, Fulton, Grant, Hamilton, Henry, Howard, Huntington, Jasper, Jay, Kosciusko, Lagrange, Lake, La Porte, Madison, Marshall, Miami, Montgomery, Newton, Noble, Porter, Pulaski, Randolph, St. Joseph, Starke, Steuben, Tippecanoe, Tipton, Wabash, Warren, Wayne, Wells, White and Whitley.

Iowa

August 1: All counties.

Kansas

August 5: All counties.

Kentucky

July 31: All counties.

Louisiana

July 15: All counties.

Maine

July 15: All counties.

Maryland

August 1: All counties.

Massachusetts

August 1: All counties.

Michigan

August 1: Oceana, Newaygo, Mecosta, Isabella, Midland, Bay, Huron and all counties South thereof.

August 15: All other counties in the lower peninsula.

September 1: Northern peninsula counties.

Minnesota

September 1: All counties.

Mississippi

July 15: All counties.

Missouri

August 1: All counties south of the Missouri River.

August 15: All counties north of the Missouri River.

Montana

July 21: All counties.

Nebraska

August 15: All counties.

Nevada

August 1: Churchill, Douglas, Esmeralda, Lyon, Mineral, Ormsby, Pershing, Storey, and Washoe.

September 1: Clark, Lincoln and Nye.

New Hampshire

June 30: All counties.

New Jersey

September 1: All counties.

New Mexico

August 20: Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero and Sierra.

September 5: Curry, De Baca, Guadalupe, Lincoln, Quay, Roosevelt and Socorro.

September 20: Bernalillo, Catron, Colfax, Harding, McKinley, Mora, Rio Arriba, Sandoval, San Juan, San Miguel, Santa Fe, Taos, Torrance, Union and Valencia.

New York

August 1: All counties.

North Carolina

August 1: All counties.

North Dakota

July 8: Adams, Barnes, Billings, Bowman, Burleigh, Cass, Dickey, Dunn, Emmons, Golden Valley, Grant, Hettinger, Kidder, LaMoure, Logan, McIntosh, Mercer, Morton, Oliver, Ransom, Richland, Sargent, Sioux, Slope, Stark and Stutsman.

July 15: Benson, Bottineau, Burke, Cavalier, Divide, Eddy, Foster, Grand Forks, Griggs, McHenry, McKenzie, McLean, Mountrail, Nelson, Pembina, Pierce, Ramsey, Renville, Rolette, Sheridan, Steele, Towner, Traill, Walsh, Ward, Wells and Williams.

Ohio

August 15: All countries.

Oklahoma

(*Corn*)

July 1: All counties.

(*Grain sorghums*)

July 15: All counties.

Oregon

August 1: All counties.

Pennsylvania

August 1: All counties.

Rhode Island

(*Corn*)

August 15: All counties.

(*Grain sorghums*)

July 20: All counties.

South Carolina

August 1: All counties.

South Dakota

August 1: All counties.

Tennessee

September 1: All counties.

Texas

May 15: Zone I—Cameron, Hidalgo, Starr and Willacy.

June 1: Zone II—Brooks, Duval, Jim Hogg, Jim Wells, Kenedy, Kleberg, Nueces, Webb and Zapata.

June 15: Zone III—Aransas, Atascosa, Austin, Bee, Bexar, Brazoria, Caldwell, Calhoun, Chambers, Colorado, DeWitt, Dimmit, Fort Bend, Frio, Galveston, Goliad, Gonzales, Guadalupe, Harris, Jackson, Karnes, Kinney, LaSalle, Lavaca, Live Oak, McMullen, Matagorda, Maverick, Medina, Refugio, San Patricio, Uvalde, Val Verde, Victoria, Waller, Wharton, Wilson and Zavala.

July 15: Zone IV—Anderson, Angelina, Bandera, Bastrop, Bell, Blanco, Bosque, Bowie, Brazos, Burleson, Burnet, Camp, Cass, Cherokee, Collin, Comal, Cooke, Crockett, Dallas, Delta, Denton, Edwards, Ellis, Falls, Fannin, Fayette, Franklin, Freestone, Gillespie, Grayson, Gregg, Grimes, Hardin, Harrison, Hays, Henderson, Hill, Hopkins, Houston, Hunt, Jasper, Jefferson, Johnson, Kaufman, Kendall, Kerr, Kimble, Lamar, Lee, Leon, Liberty, Limestone, Llano, McLennan, Madison, Marion, Mason, Menard, Milam, Montgomery, Morris, Nacogdoches, Navarro, Newton, Orange, Panola, Polk, Rains, Real, Red River, Robertson, Rockwall, Rusk, Sabine, San Augustine, San Jacinto, Schleicher, Shelby, Smith, Sutton, Tarrant, Titus, Travis, Trinity, Tyler, Upshur, Van Zandt, Walker, Washington, Williamson and Wood.

August 1: Zone V—Andrews, Archer, Baylor, Borden, Brewster, Briscoe, Brown, Callahan, Childress, Clay, Coke, Coleman, Comanche, Concho, Coryell, Cottle, Crane, Culberson, Dawson, Dickens, Eastland, Ector, El Paso, Erath, Fisher, Foard, Gaines, Glasscock, Hall, Hamilton, Hardeman, Haskell, Hood, Howard, Hudspeth, Irion, Jack, Jeff Davis, Jones, Kent, King, Knox, Lampasas, Loving, McCulloch, Martin, Midland, Mills, Mitchell, Montague, Motley, Nolan, Palo Pinto, Parker, Pecos, Presidio, Reagan, Reeves, Runnels, San Saba, Scurry, Shackelford, Somervell, Stephens, Sterling, Stonewall, Taylor, Terrell, Throckmorton, Tom Green, Upton, Ward, Wichita, Wilbarger, Winkler, Wise and Young.

September 1: Zone VI—Armstrong, Bailey, Carson, Castro, Cochran, Collingsworth, Crosby, Dallam, Deaf Smith, Donley, Floyd, Garza, Gray, Hale, Hansford, Hartley, Hemphill, Hockley, Hutchinson, Lamb, Lipscomb, Lubbock, Lynn, Moore, Ochiltree, Oldham, Parmer, Potter, Randall, Roberts, Sherman, Swisher, Terry, Wheeler and Yoakum.

Utah

June 20: Box Elder, Cache, Davis, Grand, Juab, Kane, Millard, Salt Lake, San Juan, Sevier, Tooele, Utah, Washington and Weber.

July 1: Beaver, Carbon, Duchesne, Emery, Iron, Piute, Sanpete and Uintah.

July 10: Daggett, Garfield, Morgan, Rich, Summit, Wasatch and Wayne.

Vermont

July 10: All counties.

VIRGINIA

(*Corn*)

August 1: All counties.

(*Grain Sorghums*)

September 15: All counties.

WASHINGTON

August 15: Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman and Yakima.

September 1: Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, San Juan, Skagit, Skamania, Snohomish, Thurston, Wahkiakum, and Whatcom.

WEST VIRGINIA

August 15: All counties.

WISCONSIN

September 1: All counties.

WYOMING

August 1: All counties.

§ 775.303 Administration.

(a) The program will be administered under the general supervision of the Administrator, ASCS, (Executive Vice President, CCC), and shall be carried out in the field by Agricultural Stabilization and Conservation State and county committees (herein called State and county committees) and ASCS commodity offices. Notices of base acreages, yields and payment rates shall be mailed to producers. Applications for advance and final payments shall be approved by the county committee or by an authorized representative thereof.

(b) State and county committees, ASCS commodity offices and representatives and employees thereof do not have authority to modify or waive any of the provisions of the regulations in this subpart, as amended or supplemented.

§ 775.304 Requirements for eligibility.

(a) *General.* A person is eligible to participate for payment in the program if he is a producer on a farm which meets the requirements of paragraph (b) of this section and he fulfills the requirements of paragraph (c) of this section.

(b) *Farm requirements.* (1) A Form 477 must be filed for the farm by the operator in accordance with § 775.315.

(2) Subject to the tolerance provided in § 775.318(b)(2), an acreage equal to at least 20 percent of the total feed grain base must be diverted from the production of feed grains. In the case of any farm which is under a conservation reserve contract or cropland conversion agreement, if the number of acres which are permitted to be devoted to soil bank base crops under the terms of the conservation reserve contract or which can be devoted to nonconserving crops under the terms of the cropland conversion agreement is less than 20 percent of the total feed grain base, participation to the extent of such number of acres shall meet the minimum diversion acres requirement. Notwithstanding the provisions of the foregoing sentence, in the case of any farm which is under a conservation reserve contract or cropland conversion agreement, if the number of acres which are permitted to be devoted to soil bank base crops under the terms of the conservation reserve contract or which can be devoted to nonconserving crops under the terms of the cropland conversion agreement is less than the total feed grain base, such number of acres shall, at the option of the farm operator filed not later than the final date specified in § 775.315(c) for filing Form 477, be deemed to be the total farm feed grain base for purposes of determining the minimum diversion acreage requirement and other participation requirements. The minimum diversion acreage requirement shall not apply if noncompliance with such provisions was caused solely by (i) an error made in good faith by producers in supplying data to the county committee, or (ii) an error, and the county committee determines that (*a*) producers on the farm were in no way responsible for the error, (*b*) the extent of the error was such that the producers would not reasonably be expected to question it, and (*c*) the producers in good faith complied with the program on the basis of the error.

(3) The acreage diverted from the production of feed grains as stated on Form 477 must be devoted to one or more approved conservation uses specified in § 775.307 or to substitute crops and the operator must comply with the limitations on the use of such acreage specified in § 775.306.

(4) In addition to the acreage referred to in subparagraph (3) of this paragraph and the acreage designated under the cropland conversion program (minus that part of the acreage designated under the cropland conversion program for which a reduction in the conserving acreage requirement is permitted under § 751.20(b) of the regulations governing the cropland conversion program, 28 F.R. 1206), an acreage equal to the conserving base established for the farm under § 775.308 must be devoted to one or more of the conservation uses specified in such section.

(5) A farm on which a conservation reserve contract has been cancelled since January 1 of the year preceding the current year because of a scheme or device to exceed the $5,000 payment limitation under the conservation reserve program shall not be eligible for participation: *Provided,* That in any case where the Deputy Administrator determines that participation in the program would not be against the public interest, acceptance of such farm may be authorized.

(6) Land owned by the Federal government which has been leased subject to restrictions prohibiting the production of feed grains, or requiring the use of land for other purposes, or prohibiting the receipt of Federal payments for diversion of such acreage will not be eligible for participation in the program. Any other land owned by the Federal government which is being occupied without a lease, permit or other right of possession shall not be eligible for participation in the program.

(7) Producers on a farm on which a new farm feed grain base is established for the current year shall not be eligible in that year for diversion and price support payments under the program with respect to such farm.

(c) *Producer eligibility requirements.* (1) The producer must be a person who produces barley, corn, or grain sorghums in the current year as landowner, landlord, tenant or sharecropper, or would have produced one or more of these commodities if feed grains had been produced on the acreage diverted under the program.

(2) The acreage of feed grains on any other farm in which the producer has an interest shall not exceed the total feed grain base. For the purpose of this subparagraph (2), a producer shall not be considered as violating the foregoing requirement if he satisfies the county committee that he did not have control of the managerial operations of the noncomplying farm, that he has made a reasonable effort to encourage compliance with the requirements of this subparagraph and that it was through no fault of his own that such farm was not in compliance.

(3) A minor will be eligible to participate in the program only if (i) the right of majority has been conferred on him by court proceedings; or (ii) a guardian has been appointed to manage his property and the applicable documents are signed by the guardian; or (iii) a bond is furnished under which a surety guarantees to protect ASCS from any loss incurred for which the minor would be liable had he been an adult. Notwithstanding the foregoing, payment may be made to a minor after December 31 of the current year upon a determination by the county committee that the minor has met the requirements of the program.

§ 775.305 Maximum diversion acres.

The maximum number of acres which may be diverted under the program (herein called maximum diversion acres) shall be the larger of (a) 25 acres, but not to exceed the total feed grain base for the farm or (b) 50 percent of the total feed grain base for the farm: *Provided,* That in the case of a farm which is under a conservation reserve contract or a cropland conversion agreement, the total number of acres which may be diverted under the program shall in no event exceed the number of acres which are permitted to be devoted to soil bank base crops under the terms of the conservation reserve contract or which can be devoted to nonconserving crops under the terms of the cropland conversion agreement.

§ 775.306 Designation, use, and care of diverted acreage.

(a) *Cropland eligible for designation as diverted acreage.* Land diverted from the production of feed grains under the program must be designated by the operator of the farm and must be cropland (1) which was intensively cultivated during at least one of the four years immediately preceding the current year, or (2) which was devoted to a conservation use, other than a water storage facility or trees, under a conservation reserve contract, a 1963 land use adjustment agreement, a cropland conservation program agreement, or a great plains conservation contract, or (3) which was devoted to a hay crop during the four years immediately preceding the current year in a normal rotation pattern and is at least equal in productivity to the land on the farm which would qualify under subparagraph (1) of this paragraph, or (4) which was designated and approved as diverted acreage under a prior Feed Grain or Wheat Stabilization Program, except acreage devoted to trees or to a water storage facility. Any land which, because of its physical condition or other reasons, the county committee determines could not reasonably be expected to be used for crop production in the current year in the absence of the program shall not be eligible for designation as diverted acreage. Land from which a crop is harvested in the current year prior to designation as diverted acreage other than as authorized in paragraph (c)(1) of this section, land devoted in the current year to asparagus, strawberries or bush fruits (including new planting of such crop), and land which, at the time the diverted acreage is designated, is expected to be utilized in the current year for industrial development, housing, highway construction or other nonfarm use, shall not be elegible for designation as diverted acreage. In addition, land devoted to a nonagricultural use on or before September 30 of the current year shall not be eligible for designation as diverted acreage, unless such land is acquired by eminent domain and a representative of the State committee determines that it could not be anticipated at the time the diverted acreage was designated that the land would be devoted to nonagricultural use before the end of the current year.

(b) *Diverted acreage applicable only to one program.* Any acreage diverted from the production of feed grains for which payment is made under the program shall be in addition to any acreage diverted for which payment is made under any other Federal program except that the foregoing shall not preclude the making of cost-sharing payments under the agricultural conservation program or the great plains conservation program for conservation practices carried out on an acreage diverted under the program.

(c) *Restriction on harvesting of crops from diverted acreage.* No crop other than the crops specified in paragraph (e) of this section shall be harvested from the designated diverted acreage in the current year, except (1) where the crop is one which matured in the year preceding the current year on land which was not designated as diverted acreage in such year under the feed grain or wheat program, and the harvesting was delayed because of adverse weather or other conditions beyond the control of the farm operator, or (2) where the Secretary determines that it is necessary to permit the harvesting of crops from the diverted acreage for use in the area in order to alleviate a shortage of forage resulting from severe drought, flood or other natural disaster. If there is unauthorized harvesting of a crop from the designated diverted acreage and it is determined that such harvesting was intentional or was the result of gross negligence, the entire amount of payment to the operator and other producers on the farm shall be forfeited or refunded: *Provided*, That such forfeiture or refund shall not apply to a producer other than the operator if it is determined that such producer did not cause, aid in or benefit from the harvesting of the crop. If there is unauthorized harvesting of a crop from the designated diverted acreage and it is determined that such harvesting was not intentional and was not the result of gross negligence, payments shall be forfeited or refunded in an amount determined by multiplying the number of acres from which a crop is harvested without authorization by the lowest additional feed grain payment rate per acre established for the farm: *Provided*, That such forfeiture or refund shall apply first to the extent possible to payments for producers who caused, aided in or benefited from the harvesting of the crop, in the proportion in which they share in the payment to such producers under the program. In addition, no grain or oilseed crop (other than a substitute crop) which matures in the current year shall be harvested from the designated diverted acreage after December 31 of such year. If there is harvesting in violation of the preceding sentence, the entire amount of payment to the operator and other producers on the farm shall be forfeited or refunded: *Provided*, That such forfeiture or refund shall not apply to a producer other than the operator if it is determined that such producer did not cause, aid in or benefit from the harvesting of the crop.

(d) *Restriction on grazing.* The designated diverted acreage shall not be grazed between April 30 and November 1 of the current year, or upon recommendation of the State committee, approval by the Deputy Administrator, and notice to the operator, between March 31 and October 1 or between April 14 and October 15, except where the Secretary considers it necessary to permit the diverted acreage to be grazed in order to alleviate a shortage of forage in the area resulting from severe drought, flood, or other natural disaster. In addition to the foregoing restriction, the designated diverted acreage shall not be grazed on or after October 1 of the current year when planted to wildlife food plots authorized in § 775.307(a)(11) or devoted to a grain or oilseed crop which has matured, other than a substitute crop. If there is unauthorized grazing of the designated diverted acreage and it is determined that such grazing was intentional or was the result of gross negligence, the entire amount of payment to the operator and other producers on the farm shall be forfeited or refunded: *Provided*, That such forfeiture or refund shall not apply to a producer (other than the operator) if it is determined that such producer did not cause, aid in, or benefit from the grazing of the designated diverted acreage. If there is unauthorized grazing of the designated diverted acreage and it is determined that such grazing was not intentional and was not the result of gross negligence, payments shall be forfeited or refunded in an amount representing the value of the grazing on the diverted acreage not to exceed the diversion payment: *Provided*, That such forfeiture or refund shall apply first to the extent possible to payments for producers who caused, aided in, or benefited from the grazing in the proportion in which they share in the payment to such producers. If the grazing is determined to have no practical value, no forfeiture or refund of payment is required.

(c) *Diverted acreage devoted to designated crops planted for harvest in lieu of conservation uses.* Diverted acreage devoted to substitute crops may be harvested.

(f) *Use of land.* Measures normally carried out in the fall in the area in connection with the production of a crop for harvest in a subsequent year may be carried on the diverted acreage in the fall of the current year.

(g) *Control of erosion, insects, weeds and rodents.* The farm operator shall carry out such measures as are needed for the control of erosion, insects, weeds and rodents on the designated acreage. If the county committee determines that the measures carried out are not adequate, it shall prescribe and require the application of such other or additional measures as are needed. If erosion, insects, weeds and rodents are not timely controlled in accordance with instructions received from the county committee, the designated diverted acreage shall, for purposes of determining the total diverted acreage on which payment is based under § 775.318, be reduced by the number of acres on which erosion, insects, weeds and rodents are not satisfactorily controlled.

§ 775.307 Approved conservation uses for diverted acreage.

(a) Subject to the provisions for the use and care of diverted acreage as specified in § 775.306 and the provisions of paragraph (b) of this section, the conservation uses and practices approved for diverted acreage are as follows:

(1) Summer or winter cover crops consisting principally of small grains, annual legumes or annual grasses including volunteer stands of such crops which are normally seeded in the area. Soybeans may be used as a cover crop only when incorporated into the soil by a date established for the area by the State committee. In the case of winter cover crops, seedings may be made in the fall of the preceding year or in the fall of the current year; however, other approved conservation uses will be required if necessary to protect the land throughout the current year cropping season. Wheat or barley may be used as a cover crop only when destroyed by natural causes, plowed down as green manure, destroyed by mechanical means or clipped and left on the land not later than the barley disposal date.

(2) Corn and grain sorghums plowed down as green manure. However, other approved conservation uses will be required, if necessary, to protect the land throughout the current year cropping season.

(3) Clean tillage carried out in a workmanlike manner to control noxious

weeds, provided prior approval of the county committee is obtained and measures prescribed by the county committee for the control of erosion are carried out.

(4) Corn or grain sorghums, while still green, undercut with a subsurface tiller type machine or clipped at specified heights and left on the surface. Such use may be approved only in the counties where the State committee determines that the use of corn or grain sorghum is necessary in order to provide practicable protective cover on the diverted acreage.

(5) Volunteer cover, predominantly native grasses and legumes (not weeds), which is acceptable to the county committee and which will be as effective in preventing wind and water erosion as seeded cover.

(6) Protected summer fallow in areas approved by the State committee as areas in which a part of the cropland is summer fallowed each year on most farms. This use is applicable only in relatively dry areas such as those in which it is a normal practice to follow a wheat-summer fallow rotation.

(7) Guar which is not harvested, provided the farm operator notifies the county office that the crop will be used only for cover. Other substitute crops destroyed by a date established by the State committee, but not later than 30 days before normal harvest for such crop, will also qualify. However, other approved conservation uses will be required, if necessary, to protect the land during the cropping season.

(8) Permanent or rotation cover of grasses and legumes consisting of perennial grasses, perennial or biennial legumes or mixtures of legumes and perennial grasses.

(9) Trees or shrubs planted in the current year or in the fall of the preceding year for erosion control, shelterbelts, or other forestry purposes, or for wildlife habitat.

(10) Water storage developed in the current year or in the fall of the preceding year for any purpose, including fish or wildlife habitat.

(11) Plantings for wildlife food plots (other than acreages of wheat or rice) or establishment of wildlife habitat. Barley, corn, and grain sorghums will qualify only if planted in small plots which are designated by the operator and approved by the county committee for such purpose prior to planting and no grazing or harvesting other than by wildlife is permitted.

(12) Grain sorghums planted as a cover or litter crop in preparation of a seedbed for establishing permanent cover of a type provided for under ACP practice A-2 or GPCP practice GP-1, provided the grain sorghums are clipped while green and left on the land in preparation of the seedbed. Such use may be approved only in those counties where the practice is applicable and is customarily carried out.

(13) Other uses recommended by the State committee which are not in conflict with other provisions of the program and which the Deputy Administrator approves in advance.

(14) Otherwise eligible cropland which is designated as diverted acreage but which is not devoted to one of the conservation uses and practices specified in subparagraphs (1) through (13) of this paragraph qualify as being devoted to an approved conservation use only if the county committee determines that, due to flood, drought or other natural disaster, serious illness, or other cause not due to the fault or negligence of the producer, it would not be practicable to devote the land to any of such specified uses and practices in the current year, and provided such measures for the control of erosion, insects, weeds and rodents as are prescribed by the county committee are carried out.

(b) Information will be available in the county ASCS office as to (1) the availability of the conservation uses and practices in a particular county, (2) the specifications for the uses and practices, including any supplementation or modification of such uses and practices, and (3) the disposal dates referred to in paragraph (a) of this section.

§ 775.308 Farm conserving base.

(a) *Conservation uses for establishing the conserving base.* Subject to the provisions of paragraph (d) of this section, cropland devoted to the conservation uses set forth in this paragraph shall count toward establishing the conserving base.

(1) The conservation uses set forth in subparagraph (8) of § 775.307(a).

(2) Summer or winter cover crops consisting principally of small grains, annual legumes or annual grasses, including volunteer stands of such crops, which are normally seeded in the area. (An acreage of annual grasses (including millet) and soybeans, cowpeas, field and canning peas, and field and canning beans, which is harvested as seed or grain or for processing purposes, shall not be considered as devoted to a conservation use. Soybeans shall not be considered as devoted to a conservation use unless incorporated into the soil by a date established for the area by the State committee.)

(3) Small grain cover crops when left standing, when grazed off before maturity, when clipped green or when mechanically incorporated into the soil before maturity. Also, small grain seeded as a nurse crop with grass or legumes and cut green for hay or, excluding barley, cut green for silage by a date well ahead of maturity of the grain as established for the area by the State committee, and in the case of wheat and barley, not later than the barley disposal date. An acreage of small grain used as a nurse crop and harvested for any purpose after such date shall not be considered as devoted to a conservation use. An acreage of barley, wheat or rice left standing as of the established disposition date, shall not be considered as devoted to a conservation use, except as provided for barley in § 775.307(a)(11).

(4) Idle cropland and summer fallowed cropland.

(b) *Determining farm conserving base.* The conserving base for a farm shall be the average acreage of cropland on the farm devoted in 1959 and 1960 to the conservation uses specified in paragraph (a) of this section, as adjusted by the county committee to correct for abnormal factors affecting production, and to give due consideration to tillable acreage, crop-rotation practices, types of soil, soil and water conservation measures, and topography.

(c) *Eligible conservation uses for maintaining the conserving base.* Subject to the provisions of paragraph (d) of this section, the following uses of cropland will qualify as eligible conservation uses for the purpose of maintaining the conserving base:

(1) The conservation uses set forth in paragraph (a) of this section.

(2) Small grains seeded alone and cut for hay not later than the date referred to in paragraph (a)(3) of this section, in areas determined by the State committee to be adversely affected by severe drought conditions.

(3) Trees or shrubs planted for erosion control, shelter-belts, or other forestry purposes or for wildlife habitat.

(4) The conservation uses set forth in subparagraphs (10) through (13) of § 775.307(a).

(d) *Additional provisions relating to the conserving base.* (1) Cropland devoted to both an approved conserving use and a use which is not an approved conserving use in the same year shall not be counted toward establishing the conserving base or maintaining the conserving base.

(2) Measures normally carried out in the area in connection with the production of a crop for harvest in a subsequent year may be carried out in the fall of the current year on acreage used in maintaining the conserving base.

(3) Information will be available in the county ASCS office as to (i) the availability of the conservation uses and practices in a particular county, (ii) the specifications for the uses and practices, including any supplementation or modification of such uses and practices, and (iii) the disposal dates referred to in paragraph (c) of this section.

§ 775.309 Non-cropland used for crops in 1964 or 1965.

The conserving base established for a farm shall be increased by the number of acres of non-cropland which are brought into a cropland status in the current year.

§ 775.310 Permitted acreage of feed grains.

The acreage of feed grains on the farm shall not, subject to the tolerance permitted in § 775.318(b), exceed the acreage determined by subtracting the stated intention from the total feed grain base established for the farm. Notwithstanding the foregoing, in the case of any farm participating in the conservation reserve program or cropland conversion program, the acreage of feed grains and other soil bank base or non-conserving crops (excluding designated diverted acreage under the program which is devoted to soil bank base or nonconserving crops in lieu of conservation uses or on which soil bank base or non-conserving crops are planted as a conservation use) shall not exceed the number of acres which are permitted to be devoted to soil bank base crops under the terms of the conservation reserve contract or which can be devoted to non-conserving crops under the terms of the cropland conversion agreement, minus the acreage diverted under the program. The number of acres of wheat produced in the current year in excess of 15 acres, (but not to exceed the acres of feed wheat included in the total feed grain base) shall be considered an acreage of feed grains, except that this provision shall not be applicable for purposes of determining compliance with the provisions of §§ 775.301(b), 775.304(b)(2) and 775.318(b).

§ 775.311 Farm feed grain base.

(a) *How obtained.* The base acreage for each of the commodities—barley, corn and grain sorghums—shall be the average of the 1959 and 1960 acreages of the commodity produced on the farm, based upon information available to the county committee, as adjusted by the county committee to correct for abnormal factors affecting production, and to give due consideration to tillable acreage, crop-rotation practices, types of soil, soil and water conservation measures, and topography. The base acreage for feed wheat shall be the average acreage of wheat produced on the farm during 1959, 1960 and 1961, pursuant to the exemption provided in section 335(f) of the Agricultural Adjustment Act of 1938, in excess of the small farm base established under § 728.17 of this chapter of the Regulations Pertaining to Farm Acreage Allotments, Small Farm Bases and Normal Yields for 1964 and Subsequent Crop Years. On farms with recognized history of irrigated and non-irrigated feed grain acreage in the base period for establishing yields, the base acreage for each applicable commodity shall be established separately for the irrigated acreage and for the non-irrigated acreage for the purpose of establishing a blended index in accordance with § 775.312(b). Separate bases for irrigated acreage and for non-irrigated acreage shall not be established for farms where irrigation is used only in drier years. Commodity base acreages for farms determined as set forth in this paragraph shall be approved by a representative of the State committee.

(b) *Adjustment authorized by Administrator.* The Administrator, ASCS, may, upon unanimous request of the State committee, authorize the State committee to adjust any feed grain base for farms within the State to the extent necessary to establish fair and equitable feed grain bases within such State.

(c) *Final dates for establishing feed grain bases.* If the historical acreage from which feed grain bases are established has not been obtained for a farm and the operator or owner of the farm expects to participate in the program on the farm, such person must file a Feed Grain Acreage Report, Form ASCS-532 (herein called Form 532), not later than the date for filing Form 477 as provided in § 775.315(c). If after such date the establishment of a feed grain base for any farm is necessary for the purpose of determining cross compliance with acreage requirements on farms other than the farm with respect to which payment is requested, a base shall be established for cross compliance purposes.

(d) *Farms with no 1959 and 1960 history.* A farm shall not qualify for payments under this program if there was no feed grain acreage on the farm in 1959 and 1960, unless (1) cropland on the farm was in the conservation reserve program or the great plains conservation program during one or both of the years 1959 and 1960 and either the conservation reserve program contract or the great plains conservation program contract is no longer in effect for all or part of such land, (2) one or more feed grains were grown in 1957 or 1958 and a feed grain base was established in accordance with § 775.212(c)(2) of the 1963 feed grain program regulations, or (3) a new farm base was established prior to the current year in accordance with paragraph (e) of this section.

(e) *New farm base.* (1) The State committee shall determine a base (herein called "new farm base") for each eligible farm for which a feed grain base is requested in writing not later than March 1 of the current year or such earlier date as set by the State committee and made available to the producer at the county ASCS office. Each request shall be made by the farm operator or owner on a form prescribed by the county committee which shall contain statements as to location and identification of the farm, name and address of the farm operator and other data necessary to enable the State committee to determine whether the conditions of eligibility prescribed by subparagraph (2) of this paragraph have been met.

(2) Eligibility for a new farm base shall be conditoned upon the following:

(i) The farm does not otherwise qualify for a feed grain base for any commodity.

(ii) Neither the operator nor the owner of the farm covered by the application owns or operates any other farm in the United States for which a feed grain base will be established for the current year.

(iii) The type of soil and topography of the land on the farm for which a base is requested is suitable for the production of the commodity and the production of the commodity on the farm will not result in an undue erosion hazard under continuous production.

(iv) The operator has adequate equipment and other facilities readily available for the successful production of the crop on the farm.

(v) The operator expects to derive 50 percent or more of his livelihood in the current year from the production of agricultural commodities or products from the farm for which the feed grain base application is filed. In making this computation, no value will be allowed for the estimated return from the production of the requested base. However, in addition to the value of agricultural products sold from the farm, credit will be allowed for the estimated value of home gardens, livestock and livestock products, poultry, or other agricultural products produced for home consumption or other use on the farm. Where the farm operator is a partnership, each partner must expect to derive 50 percent or more of his livelihood in the current year from the production of agricultural commodities or products from the farm; where the farm operator is a corporation, it must have no major purpose other than operation or ownership of such farm, and the officers and general manager of the corporation must expect to derive 50 percent or more of their livelihood in the current year, including dividends and salaries, from the corporation.

(vi) The applicant has at least two years experience in the production of feed grains in the last five years.

(3) In establishing a new farm base, the State committee shall take into consideration the tillable acres, crop-rotation practices, type of soil, topography and the farming system to be followed by the operator, including the equipment and other facilities available for the production of feed grain under such system, and shall limit the base to the feed grain acreage planned for the farm for the current year.

(4) If the feed grain acreage for the year a new farm base is established is less than seventy-five percent of the base, the total feed grain base for the succeeding year shall be limited to the prior year's feed grain acreage. Bases by commodities for the succeeding year shall be established in proportion to the acreage devoted to each feed grain in the prior year.

(5) The total new farm bases approved in a State in the current year shall not exceed one percent of the total feed grain base acreages for all farms in the State.

§ 775.312 County average yields, productivity indexed, farm average yields and diversion and price support payment rates.

(a) *County average yields.* The county average yields for barley, corn, and grain sorghums, which will be published in an amendment to this subpart, shall be for 1964 the average yields per acre in the county for the four-year period 1959–1962 and for 1965 the average yields per acre in the county for the five-year period 1959–1963, adjusted as deemed necessary to correct for abnormal factors affecting production, and to give due consideration to tillable acreage, crop-rotation practices, type of soil, soil and water conservation measures and topography. County average yields will not be established for feed wheat.

(b) *Productivity indexes.* The farm productivity index for the commodity shall represent, as nearly as it is practicable to establish, the farm's relationship in productivity to the average of the farms in the county. In arriving at the productivity index for a commodity on a farm, the county and community committees shall take into consideration the relative production capabilities of the farm for the commodity in a normal crop year under usual cultural practices. The county committee shall make such adjustment as it considers necessary to provide equitable treatment for each farm. A blended productivity index for corn-grain sorghums shall be established when there was irrigated production on the farm of either commodity and non-irrigated production of either commodity in the base period for establishing yields. A blended productivity index for barley shall be established when an irrigated base and a non-irrigated base are established for the farm as set forth in § 775.311(a).

(c) *Average farm yields.* The average per acre farm yield for barley, corn and grain sorghums shall be the county average yield established for the commodity, adjusted to reflect the farm productivity index established for the commodity. Average farm yields will not be established for wheat under this program.

(d) *Minimum acre diversion payment rates.* The minimum acre diversion payment rate for a farm shall be 20 percent of the result obtained by multiplying the basic county support rate for the crop of the commodity for the year preceding the current year adjusted to reflect any change between the national average rates for such preceding year's crop and the current year's crop of the commodity (which will be published in an amendment to this subpart) by the average per acre farm yield established for the commodity as provided in paragraph (c) of this section. Except as otherwise provided in paragraph (e), (g), (h) and (j) of this section, the minimum acre diversion payment rate shall apply to the minimum acreage required to be diverted under § 775.304(b)(2).

(e) *Additional acre diversion payment rates.* The additional acre diversion payment rate for a farm shall be 50 percent of the result obtained by multiplying the basic county support rate for the crop of the commodity for the year preceding the current year adjusted to reflect any change between the national average rates for such preceding year's crop and the current year's crop of the commodity (which will be published in an amendment to this subpart) by the average per acre farm yield established for the commodity as provided in paragraph (c) of this section. Except as otherwise provided in paragraphs (g), (h), and (j) of this section, the additional acre diversion payment rate shall apply to acreage diverted for payment in excess of the minimum acreage required to be diverted under § 775.304(b) (2) and shall apply to the entire acreage diverted for payment when (1) the stated intention is 40 percent or more of the total feed grain base; (2) the farm is participating in the conservation reserve program or the cropland conversion program and the stated intention equals the number of acres which are permitted to be devoted to soil bank base crops under the terms of the contract or which can be devoted to nonconserving crops under the terms of the agreement; or (3) the farm is under a conservation reserve contract or a cropland conversion agreement, the minimum acreage required to be diverted is based upon a total feed grain base determined in accordance with the option specified in § 775.304(b) (2), and the stated intention is 40 percent or more of such total feed grain base.

(f) *Minimum and additional acre diversion payment rates for feed wheat.* The minimum and additional acre diversion payment rates for feed wheat shall be the same as the rates established for the commodity with the largest feed grain base for the farm, and in cases of equal bases, the commodity with the highest rates. If only a feed wheat base is established for a farm, the minimum and additional acre diversion rates shall be based on the rates for the predominant feed grain in the county.

(g) *Diversion payment rates for land cash rented from governmental units.* The rate of diversion payment under the program with respect to land which is leased or rented on a cash-rent basis from the Federal, State, county or local government, or subdivisions thereof, if such land is not otherwise ineligible for participation in the program, shall not exceed a fair payment rate as determined by the county committee. Such payment rate shall be the smaller of (1) the average per acre payment rate for which the farm would have qualified if the exception for land cash-rented from a governmental unit were not in effect, or (2) one-half the average per acre payment determined in subparagraph (1) of this paragraph plus the actual cash rent per acre of the land, adjusted to take into account the quality of the acres actually diverted when compared with the total acres rented and the services performed and capital improvements made at the producer's expense which are in addition to rent.

(h) *Diversion payment rates for land devoted to substitute crops.* Notwithstanding any other provision of this section, the applicable diversion payment rate shall be (1) 50 percent of the lowest commodity diversion payment rate for the farm in the case of diverted acreage devoted to guar, castor beans, and sesame, and (2) 30 percent of the lowest commodity diversion payment rate for the farm in the case of diverted acreage devoted to mustard seed and sunflower. No diversion payment shall be made with respect to diverted acreage devoted to safflower.

(i) *Price support payment rates.* The per acre farm price support payment rate for barley, corn, and grain sorghums shall be determined by multiplying the average per acre farm yield established for the commodity as provided in paragraph (c) of this section by 12 cents per bushel for barley, 15 cents per bushel for corn, and 12.88 cents per bushel for grain sorghums. Price support payments will not be made for wheat under this program.

(j) *Limitation on diversion and price support payment rates.* Notwithstanding any other provision of this section, the rate of diversion or price support payment under the program shall not exceed 20 percent of the fair market value of the acreage involved as determined by the county committee.

§ 775.313 Notice of base acreages, yields and payment rates.

Each operator and owner interested in the feed grain crop on a farm for which a feed grain base is established will be notified in writing of the commodity base acreage, the established yield per acre other than for feed wheat, the minimum acre diversion payment rate, and the additional acre diversion payment rate, for barley, corn, grain sorghums and feed wheat, as applicable and the conserving base for the farm. Such notice will be on Form ASCS-471, Notice of Acreages, Yields, and Payment Rates (herein called Form 471).

§ 775.314 Appeals.

(a) A producer may request reconsideration of any determination made by a county committee concerning a question of fact including the feed grain base, conserving base, yield and diversion payment rates, and he may appeal such determination in accordance with the provisions of this paragraph. The producer shall first request reconsideration by the county committee. If the producer is dissatisfied with a determination of the county committee with respect to his request for reconsideration, he may then appeal the determination to the State committee. The producer may also request reconsideration of any determination of the State committee. If he is dissatisfied with a determination of the State committee with respect to his appeal from the determination of the county committee or with respect to his request for reconsideration by the State committee, he may appeal such determination to the Deputy Administrator, in which case the determination of the Deputy Administrator shall be final. Each request for reconsideration or appeal shall be in writing and shall be supported by a written statement of facts upon which it is based. Any request for reconsideration or appeal shall not operate to extend the applicable closing date for filing Form 477. Each request for reconsideration or appeal shall be filed within 15 days after notice of the determination is mailed to or is otherwise made available to the producer: *Provided,* That a request for reconsideration or appeal may be accepted and acted upon even though it is not filed within such time limit if, in the judgment of the committee or person to whom such request for reconsideration or appeal is made, the circumstances warrant such action. Nothing herein shall preclude the county committee or the State committee, on its own motion or upon request at any time, from revising or requiring revision of any determination for any farm to correct mechanical or clerical errors resulting solely from action by a county or State committee representative.

(b) To the extent that a producer proves the actual acreages and yields for the farm for each of the years used in establishing the base acreage and normal yield either prior to receipt of Form 471 or pursuant to paragraph (a) of this section, the acreages and yields so proven shall, except for adjustments in base acreage made under § 775.311(b), be used in establishing the base acreages and yields: *Provided,* That the producer whose production records are used to prove yields on the farm shall be required to furnish production data for all other farms in the county or adjoining counties in which he had an interest in any of the years for which the yields are proven (unless there is conclusive evidence that the records presented are in fact for the specific farm), and such data shall be used in making determinations for such other farms in which the producer has an interest in the current year.

§ 775.315 Intention to participate in the program.

(a) *Who may file.* A Form 477 must be filed by the operator of an eligible farm if he wishes to participate in the program.

(b) *Where to file.* Form 477 shall be filed with the office of the county committee having jurisdiction over the county where the farm is located.

(c) *When to file.* Form 477 shall be filed on or after the second Monday in February but not later than the last Friday in March of the current year. Notwithstnding the foregoing, the closing date may be extended by the county committee if the producers on the farm establish to the satisfaction of the county committee that they intended to participate in the program and their failure to file by such date was not due to the fault or negligence of the producers.

(d) *Contents.* The operator or owner shall provide on Form 477 the following information: The acreage which is intended to be diverted from the production of barley, corn, grain sorghums and feed wheat for the farm for which the form is filed; the acreage, if any, of substitute crops which is intended to be planted for harvest on the diverted acreage; whether or not barley is planted on the farm and whether or not an advance payment is desired for the farm.

(e) *Withdrawal and Revision.* The operator may withdraw Form 477 by filing a written notice of withdrawal of the form with the county committee on or before the closing date established under paragraph (c) of this section. If Form 477 is withdrawn, the producers on the farm may, not later than the closing date file a new Form 477. Notwithstanding the foregoing, (1) a producer on a farm receiving an increased allotment for cotton, peanuts, or rice under the regulations governing release and reapportionment of such allotments may, within 15 days of receipt of notice of the revised allotment, adjust the intended diverted acreage downward to the extent of the increase of the allotment but not below the minimum diversion acreage requirement specified in § 775.304 (b)(2).

§ 775.316 Advance diversion payment.

(a) *Requirements.* Before any payment is made to a producer, the producer must sign Part IV, Form 477. All producers eligible to share in the advance or final payment shall execute Form 477 before advance payments are approved in order that proper division of payment may be determined. Producers may apply for an advance payment when Form 477 is filed for the farm.

(b) *Amount of advance payment.* The total advance payment to be made on a farm shall be one-half the estimated total diversion payment to be earned. Each producer's share of the advance payment for the farm shall be obtained by multiplying his percentage share of the diversion payment as specified on Form 477 by the total advance payment for the farm. If the amount of advance payment made to any producer with respect to any farm is greater than the total payment actually earned by such producer under the program with respect to such farm, he shall refund such excess, and, if he is ineligible for payment under the program for any reason he shall refund the entire advance payment with interest at the rate of six percent per annum from the issue date of the payment to the date it is refunded.

§ 775.317 Determinations of compliance.

(a) Determination of the acreage devoted to feed grains and of the acreage designated as diverted acreage shall be made by a representative of the county committee or State committee in accordance with the regulations governing Determination of Acreage and Performance, Part 718 of this chapter, as amended.

(b) A representative of the county committee or of the State committee or any authorized representative of the Secretary shall have the right at any reasonable time to enter a farm, concerning which representations have been made on any forms filed under the program, in order to measure the acreage planted to feed grains and the acreage which the operator designated as being devoted to approved conservation uses on the farm, to examine any records pertaining thereto, and otherwise to determine the accuracy of a producer's representation and the performance of his obligations under the program.

§ 775.318 Final diversion payment and price support payment.

(a) Payments of any amounts due the producers on a farm shall be made after the farm operator certifies that the farm is in compliance with the requirements of the program by signing Part V, Form 477, and the county committee determines that the producers and the farm are in compliance with such requirements. The signing of Part IV, Form 477, by any producer or Part V by the farm operator after May 1, of the year following the current year, shall not be approved by the county committee unless prior approval of the State committee is obtained.

(b) No payment shall be made if (1) the acreage designated and credited as diverted from feed grains is less than the stated intention by more than, in case the stated intention is 20 acres or less, the larger of 1 acre or 10 percent of the stated intention, and, in case the stated intention is over 20 acres, the larger of 2 acres or 5 percent of the stated intention; (2) the total acreage of feed grains on the farm exceeds the permitted acreage by more than, in case the stated intention is 20 acres or less, the larger of 1 acre or 10 percent of the stated intention, and, in case the stated intention is over 20 acres, the larger of 2 acres or 5 percent of the stated intention; or (3) the total conserving acreage, including acreage designated as diverted, is less than the sum of the conserving base plus the stated intention by more than, in case the conserving base plus the stated intention is 20 acres or less, the larger of 1 acre or 10 percent of the conserving base plus the stated intention, and, in case the conserving base plus the stated intention is over 20 acres, the larger of 2 acres or 5 percent of the conserving base plus the stated intention: *Provided*, That the county committee, with the approval of a representative of the State committee, may make payment to the extent of the acreage eligible for payment under paragraph (c) of this section with respect to a farm not meeting the requirements of subparagraphs (1) and (3) of this paragraph (b) if the farm operator establishes that, because of the small size of the deficiency and the unavailability of recent measurements of field acreages on the farm, he had no reason to believe that the designated acreage was less than the acreage intended to be diverted or that the total conserving acreage was less than the conserving base plus the stated intention, and all additional acreage on the farm (including any feed grain and other unharvested crops) eligible for such purposes at the time the operator receives a Form ASCS–590 (Notice of Acreage) is designated as diverted acreage or is counted toward meeting the conserving base requirement, and there is still insufficient acreage to comply with the requirements of subparagraphs (1) and (3) of this paragraph.

(c) The total diverted acreage of feed grains shall be determined by subtracting the feed grain acreage on the farm from the total farm feed grain base. The total acreage diverted from feed grains on which diversion payments shall be based, within the tolerance authorized in paragraph (b) of this section, shall be the smallest of:

(1) The stated intention.

(2) The total underplanted acreage of feed grains.

(3) The increased acreage devoted to approved conservation uses and substitute crops, excluding substitute crops which are in excess of the stated intention.

(4) The designated diverted acreage.

(5) If the farm is covered by a conservation reserve contract or a cropland conversion program agreement, the number of acres which are permitted to be devoted to soil bank base crops under the terms of the contract or which can be devoted to nonconserving crops under the terms of the agreement minus the acreage devoted to such crops (excluding designated diverted acreage which is devoted to soil bank base or nonconserving crops in lieu of conservation uses or on which soil bank base or nonconserving crops are planted as a conservation use).

(d) The amount of the earned diversion payment for the farm shall be computed in accordance with the following applicable provisions:

(1) If acreage is diverted from more than one commodity, the acreage of each commodity eligible for payment shall be determined by crediting the total acreage

upon which payment is based first to the acreage actually diverted from the crop with the highest additional payment rate, then any balance to the acreage actually diverted from the crop with the next highest additional payment rate, then any balance to the acreage actually diverted from the crop with the third highest additional payment rate, and then any balance to the acreage actually diverted from the crop with the lowest additional payment rate.

(2) If the total acreage upon which payment is based is credited to more than one commodity, the acreage of each commodity eligible for payment at the minimum and additional acre payment rates shall be determined by multiplying the acreage eligible for payment for each commodity by the ratio of the total acreage eligible for payment at the minimum or additional rate to the total acreage eligible for payment.

(e) The balance of the total earned diversion payment due each eligible producer under the program shall be determined by multiplying the total earned diversion payment for the farm by the producer's share of such payment and subtracting therefrom the advance payment made to such producer. Producers shall refund any payment previously made to which they are not entitled.

(f) If the farm is ineligible for a diversion payment for any reason other than the devotion of diverted acres to a substitute crop in lieu of payment, the farm shall also be ineligible for the price support payment. If the farm is eligible for a price support payment, the amount of the price support payment for each commodity shall be determined by multiplying the acreage of the commodity as defined in paragraphs (b), (c) and (d) of § 775.302 by the applicable price support payment rate per acre as determined in accordance with § 775.312(i). The total earned price support payment due each eligible producer shall be determined by multiplying the total earned farm price support payment for the farm by the producer's share of such payment.

(g) Notwithstanding any other provision of these regulations, if a producer declines, for personal reasons, to accept all or any part of his share of the payment computed for a farm in accordance with the provisions of this section, such payment or portion thereof shall not become available for any other producer on the farm.

§ 775.319 Division of diversion and price support payments.

(a) *General.* There shall be listed in Part IV of Form 477 filed for the farm the name of each person on the farm who has an interest in the crop of barley, corn, grain sorghums or feed wheat or would have had an interest had such crop(s) been produced on the acreage diverted under the program together with the share of the diversion payment and the share of the price support payment which such person is to receive. If such person refuses or fails to sign Form 477, the share of the payment to which he would otherwise be entitled shall be shown on the form. The sum of the percentage shares of the diversion payment shall equal 100 percent and the sum of the percentage shares of the price support payment shall also equal 100 percent.

(b) *Division of diversion payment.* Diversion payments made under this program shall be divided in such a way that all eligible producers will share in the payments on a fair and equitable basis. If producers whose names are listed on Form 477 agree to their respective percentage shares of the diversion payment and it is fair and equitable, the division of payment as determined shall be approved by a representative of the county committee subject to the provisions of §§ 775.320 and 775.321. The following factors should be considered in arriving at the division of the diversion payment:

(1) The basis on which producers would have shared in the production of the acreage of barley, corn, grain sorghums and feed wheat diverted;

(2) The savings or benefits accruing to each producer as a result of not producing a feed grain on the acreage diverted;

(3) The respective contributions of each producer to the establishment and maintenance of the conservation use on the acreage designated as diverted from production; and

(4) The respective relationship of the diverted acreage and increased conservation acreage to the various ownership tracts comprising a farm.

If producers whose names are listed on Form 477 cannot agree on the division of the diversion payment among eligible producers on the farm, the county committee will determine the sharing of payments among such producers on a fair and equitable basis, based on the factors provided in this paragraph. Payments of amounts so determined shall be made to eligible producers upon their request.

(c) *Division of price support payment.* Each producer's share of the farm price support payment for a commodity shall be based on his share of the current year's crop of the commodity on the farm.

(d) *Refund of payments not properly divided.* Payments which producers receive to which they are not entitled, including diversion payments which the county committee determines are not fair and equitable based on the factors provided in this section, shall be refunded to the county committee. In the event of fraud, the producer shall be subject to the provisions of § 775.322.

§ 775.320 Additional provisions relating to tenants and sharecroppers.

Form 477 for a farm shall not be approved for payment by the county committee if the county committee determines that:

(a) The landlord or operator has not afforded his tenants and sharecroppers, if any, an opportunity to participate in the program;

(b) The landlord or operator has, in anticipation of or because of participating in the program, reduced the number of tenants and sharecroppers on the farm (if a tenant or sharecropper leaves the farm voluntarily or for some reason other than being forced off the farm by the landlord or operator in anticipation of or because of participating in the program, the failure to replace such tenant or sharecropper shall not be considered as a reduction in anticipation of or because of participating in the program);

(c) There exists between the operator or landlord and any tenant or sharecropper, any lease, contract, agreement or understanding unfairly exacted or required by the operator or landlord which was entered into in anticipation of participating in the program, the effect of which is:

(1) To force the tenant or sharecropper to pay over to the landlord or operator any payment earned by him under the program;

(2) To change the status of any tenant or sharecropper so as to deprive him of any payment or right which he would otherwise have had under the program;

(3) To reduce the size of the tenant's or sharecropper's producer unit; or

(4) To increase the rent to be paid by the tenant or decrease the share of the crop or its proceeds to be received by the sharecropper; or

(d) Any other scheme or device has been adopted for the purpose of depriving any tenant or sharecropper of the payment to which he would otherwise be entitled to receive under this program.

§ 775.321 Successors-in-interest.

(a) In case of the death, incompetency, or disappearance of any producer whose name appears on Form 477, the diversion or price support payment due him shall be made to his successor, as determined in accordance with provisions of the regulations in ACP 122, as amended, issued by the Secretary, Part 707 of this chapter, as amended, for payments made pursuant to Section 8 of the Soil Conservation and Domestic Allotment Act, as amended.

(b) When any person who would have had an interest as producer (herein called "predecessor") in feed grains, if they had been produced on the diverted acreage, has been succeeded on the farm by another producer (herein called "successor") after Form 477 has been filed, the share of the advance and final diversion payment to which they are entitled shall be divided between them on such basis as the predecessor and successor agree is fair and equitable. If such persons are unable to agree to a division of the payments, the county committee shall determine the division of the payments taking into consideration the following, among other factors it deems pertinent:

(1) The respective interests which the predecessor and successor would have had in feed grains if they had been produced on the diverted acreage;

(2) The respective contributions to the diversion in acreage which have been made by the predecessor and by the successor; and

(3) The respective contributions of the predecessor and successor to the establishment and maintenance of the conservation uses on the designated diverted acreage.

(c) Notwithstanding the foregoing, if a tenant or sharecropper who would have had an interest in feed grains if they had been produced on the diverted acreage leaves a farm after Form 477 has been filed for the farm, but before the final diversion payment has been made and is not succeeded on the farm by another person, his name shall be included in Part IV of Form 477 and the division of payment to which he is entitled shall be determined as provided in § 775.319.

(d) A successor producer's right to any part of the price support payment shall be governed by the provisions of § 775.319(c).

(e) In any case where any diversion or price support payment due any successor producer has previously been paid to the producer who filed Form 477, such payment shall not be paid to the successor producer unless it is recovered from the producer to whom it has been paid or payment is authorized by the Deputy Administrator.

§ 775.322 Scheme or device and fraudulent representation.

(a) A producer who is determined by the State committee, or by the county committee with the approval of the State committee, to have adopted any scheme or device which tends to defeat the purpose of the program shall refund any payment received by him.

(b) The making of a fraudulent representation by a person in the payment documents or otherwise for the purpose of obtaining a payment from the county committee shall render the person liable, aside from any additional liability under criminal and civil frauds statutes, for a refund of the payments received by him with respect to which the fraudulent representation was made.

§ 775.323 Reconstitution of farms.

(a) Reconstitution of farms shall be made, where applicable in accordance with the regulations governing Reconstitution of Farms, Farm Allotments and Farm History and Soil Bank Base Acreages, 7 CFR, Part 719, and any amendments thereto. If, under such regulations, two or more farms as constituted at the time a feed grain base and a productivity index were established are combined into one farm, or if one farm as constituted at that time is later divided into two or more farms, feed grain bases shall be determined for such farm(s) in accordance with such regulations. The productivity index for such farms will be determined by the county committee in accordance with § 775.312.

(b) The feed grain base for barley, corn, grain sorghums and feed wheat on the combined farm shall not exceed the sum of the applicable feed grain bases for the component parts. The productivity index established for the commodity for a combined farm shall not, except for rounding, exceed the weighted average of the producitvity indexes established for the commodity for the component parts. When a parent farm is divided into two or more parts, the sum of the feed grain bases established for the component parts shall not exceed the applicable feed grain base for the parent farm. The weighted average of the productivity indexes established for the component parts shall not, except for rounding, exceed the applicable productivity index established for the parent farm prior to being divided. The conserving base shall be allocated to the reconstituted farm(s) by the county committee in a fair and equitable manner.

(c) Any Form 477 filed for a farm before it is reconstituted for the current year shall be cancelled and the farm operator notified of the cancellation. A corrected Form(s) 477 may be prepared for the farm(s) as properly constituted even though this action is necessary after the final date for filing Form 477 as specified in § 775.315(c).

§ 775.324 Performance based upon advice or action of county or State committee.

Notwithstanding any other provision hereof, performance rendered in good faith in reliance upon action or advice of any authorized representative of a county committee or State committee may be accepted by the Deputy Administrator as meeting the requirements of these regulations and payment may be made therefor in accordance with such action or advice to the extent the Deputy Administrator deems it desirable in order to provide fair and equitable treatment.

§ 775.325 Supervisory authority of State committee.

The State committee may take any action required by these regulations which has not been taken by the county committee. The State committee may also (a) correct, or require a county committee to correct, any action taken by such county committee which is not in accordance with the regulations of this subpart, or (b) require a county committee to withhold taking any action which is not in accordance with the regulations of this subpart.

§ 775.326 Delegation of authority.

No delegation herein to a State or county committee shall preclude the Administrator, ASCS, or his designee, from determining any question arising under the program or from reversing or modifying any determination made by a State or county committee.

(The recordkeeping and reporting requirements of these regulations have been approved by, and subsequent recordkeeping and reporting requirements will be subject to the approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942.)

Signed at Washington, D.C., on January 20, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-704; Filed, Jan. 23, 1964; 8:51 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

PART 959—ONIONS GROWN IN SOUTH TEXAS

Fiscal Period and Expenses and Rate of Assessment

Notice of rule making regarding a proposed change in fiscal period and approval or proposed expenses and a proposed rate of assessment, to be effective under Marketing Agreement No. 143 and Marketing Order No. 959 (7 CFR Part 959), both as amended, regulating the handling of onions grown in designated counties in South Texas, was published in the FEDERAL REGISTER January 4, 1964 (29 F.R. 107). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.). The notice afforded interested persons an opportunity to submit written data, views, or arguments pertaining thereto not later than 10 days following publication in the FEDERAL REGISTER. None was filed.

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were recommended by the South Texas Onion Committee, established pursuant to said amended marketing agreement and order, § 959.104 is amended as follows:

§ 959.104 Fiscal period.

The fiscal period which extends from February 1, 1963, through January 31, 1964 (28 F.R. 3852), shall end July 31, 1963. Beginning August 1, 1963, and thereafter, the fiscal period shall begin August 1 of each year and end July 31 of the following year, both dates inclusive.

Section 959.204 is added to read as follows:

§ 959.204 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal period August 1, 1963, through July 31, 1964, by the South Texas Onion Committee for its maintenance and functioning and for such purposes as the Secretary determines to be appropriate, will amount to $45,000.00.

(b) The rate of assessment to be paid by each handler in accordance with this part shall be one-half cent ($0.005) per 50-pound sack of onions, or the equivalent quantity thereof, handled by him as the first handler thereof during said fiscal period.

(c) Terms used in this section have the same meaning as when used in the said marketing agreement and this part.

It is hereby further found that good cause exists for not postponing the effective date of this section beyond the date of publication in the FEDERAL REGISTER in that: (1) No advance preparation for such effective date will be required of handlers for compliance therewith; (2) the changed fiscal period will tend to promote more effective fiscal operations under this marketing order program, is consistent therewith, and will thereby tend to effectuate the declared policy of the act; (3) the relevant provisions of said marketing agreement and this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable onions from the beginning of such period, and (4) the current fiscal period began on August 1, 1963, and the rate of assessment herein fixed will automatically apply to all assessable onions beginning with such date.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601 et seq.)

Dated: January 21, 1964.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 64–700; Filed, Jan. 23, 1964; 8:50 a.m.]

[970.304 Amdt. 2]

PART 970—CARROTS GROWN IN SOUTH TEXAS

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 142 and Order No. 970, both as amended (7 CFR Part 970; 28 F.R. 7467, 7584), regulating the handling of carrots grown in designated counties in South Texas, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601 et seq.), and upon the basis of the recommendation and information submitted by the South Texas Carrot Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth will maintain orderly marketing conditions tending to increase returns to carrot growers in the production area.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that (1) the 1963–64 marketing season for South Texas carrots is currently in progress and a heavy volume of shipments is now being made, (2) to maximize benefits to growers, this amendment should apply to as many shipments of carrots as possible during the remainder of the 1963–64 season, (3) compliance with this amendment will not require any special preparation on the part of handlers, and (4) information regarding the committee's recommendation has been disseminated to producers and handlers in the production area.

Order, as amended. In § 970.304 (28 F.R. 11666, 12358), amend the introductory paragraph and paragraph (j) to read as follows:

§ 970.304 Limitation of shipments.

During the period from January 24, 1964, through June 30, 1964, no handler shall (1) package or load carrots on Sundays, or (2) handle any lot of carrots grown in the production area unless such carrots meet the grade requirements of paragraph (a) of this section, and one of the size designations of paragraph (b) of this section, and meet the container and pack requirements of paragraphs (c) and (d) of this section, or unless such carrots are handled in accordance with provisions of paragraphs (e), (f), (g), and (h) of this section.

* * * * *

(j) *Definitions.* The term "U.S. No. 1" shall have the same meaning as set forth in the U.S. Standards for Topped Carrots (§§ 51.2360–51.2381 of this title) including the tolerances set forth therein with the following exceptions: (1) For packages which contain 5 pounds or less, a composite sample of 50 carrots will be scored and restricted to double the tolerances for defects and off-size, provided that no more than one carrot which is affected by soft rot will be permitted in any package, and (2) for packages of more than 5 pounds the percentages of defects and off-size shall be calculated on the basis of count. The term "load" means to put carrots aboard a railroad car, truck, or other vehicle thereby placing carrots in the current of commerce within the production area or between the production area and any point outside thereof. All other terms used in this section shall have the same meaning as when used in Marketing Agreement No. 142, and Order No. 970 (Part 970 of this title).

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601 et seq.)

Dated: January 21, 1964 to become effective January 24, 1964.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 64–674; Filed, Jan. 23, 1964; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 1592; Amdts. 1–2; 42–3]

SUBCHAPTER A—DEFINITIONS [NEW]

PART 1—DEFINITIONS AND ABBREVIATIONS [NEW]

SUBCHAPTER A—CIVIL AIR REGULATIONS

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

SUBCHAPTER G—AIR CARRIER AND COMMERCIAL OPERATOR CERTIFICATION AND OPERATIONS [NEW]

PART 133—ROTORCRAFT EXTERNAL-LOAD OPERATIONS [NEW]

Miscellaneous Amendments

Part 133 [New] of the Federal Aviation Regulations, "Rotorcraft External-Load Operations," is being adopted to establish certification and operating rules governing non-passenger-carrying rotorcraft external-load operations, conducted for compensation or hire within the United States, by persons other than air carriers or other than those authorized to conduct operations under Part 375 of this title; and to govern persons engaged in such operations.

Rotorcraft have the ability, exceptional among aircraft, to raise, lower, or transport external loads and to tow objects on land or water. A large number of civil rotorcraft are now being used in such operations, performing tasks that are frequently difficult, or impossible, to perform by other means.

Rotorcraft external-load operators have pointed out, however, that under the current regulations rotorcraft could not be operated with external loads for compensation or hire unless the rotorcraft-load combination had been approved under the provisions of Part 6 or 7; that the burden and expense of obtaining such approval was unnecessarily severe; and that safety would not be compromised if less restrictive airworthiness requirements (relative to those prescribed in Part 6 or 7) were established for rotorcraft with external loads to be operated for compensation or hire. As evidence supporting their views, the rotorcraft external-load operators offered the service record of numerous restricted category rotorcraft type certificated under the provisions of Part 8 and operated with external loads for various authorized purposes, although not for compensation or hire.

Recognizing that the type certification rules prescribed in Parts 6 and 7 might be unduly restrictive when applied to rotorcraft with external-load provisions, the Agency published in the FEDERAL REGISTER (27 F.R. 748) as a notice of proposed rule making, and circulated as Draft Release No. 62–2 dated January 18, 1962, a proposed Special Civil Air Regulation containing airworthiness standards for the approval of rotorcraft that were to be operated with external loads for compensation or hire, and containing appropriate operating limitations for such rotorcraft.

An evaluation of the comments received in response to Draft Release No. 62–2 persuaded the Agency that it was necessary to make the original proposals more restrictive. Accordingly, the Agency published a new notice of proposed rule making in the FEDERAL REGISTER (28 F.R. 1343) that was circulated as Draft Release No. 63–5 dated February 12, 1963.

This last notice withdrew the previous notice and proposed a new Part 133 Rotorcraft External-Load Operations [New], containing certification and operating rules for persons engaged in rotorcraft external-load operations within the United States. The applicability provisions were broad, embracing all civil rotorcraft external-load operations in the United States, whether or not conducted for compensation or hire.

A number of comments received in response to the proposal in Draft Release No. 63–5 suggested that there was no need to regulate, in the manner prescribed in proposed Part 133 [New], rotorcraft external-load operations that are not conducted for compensation or hire, nor those operations requiring an air carrier certificate. As indicated in the preamble to proposed Part 133 [New], Part 42 (derived partially from rescinded Part 45) is being amended, and proposed Part 135 [New] (formerly proposed Part 125) relating to air taxi operations is being changed, so that both exclude from their applicability operations under Part 133 [New]. The Agency believes that its original regulatory objective can be attained, and a beneficial simplification of the proposed rule achieved, by narrowing the applicability of Part 133 [New] as suggested. The applicability provisions of the part have been revised accordingly.

By reason of the revision of the applicability provisions eliminating the applicability of the part to air carriers, it was necessary to delete reference to Class I rotorcraft-load combinations. To avoid confusion, the remaining classes of rotorcraft-load combinations have been redesignated as follows: Class II is now Class A; Class III is now Class B; and Class IV is now Class C.

Comment was received from several persons who questioned the need to issue Rotorcraft External-Load Operator Certificates, as prescribed in Part 133 [New]. The Agency firmly believes that this operator certificate is a necessary administrative tool for achieving full compliance with the safety provisions of the new part in the public interest. Mandatory display of the operator certificate in the rotorcraft during external-load operations (as prescribed in § 133.27) makes it possible to determine, via on-the-job inspections in the field, whether the rotorcraft and its external-load attaching means had been approved, whether the rotorcraft-load combination had been authorized, and whether the operator had demonstrated his knowledge and skill in rotorcraft external-load operations. Field inspections are thereby facilitated, leading to effective rules enforcement.

Several persons commented on the proposed provision requiring pilots to demonstrate their knowledge and skill concerning rotorcraft external-load operations. It would serve no useful purpose, they stated, to require such demonstration when other evidence is available that the pilot has had extensive experience, and a satisfactory safety record, in rotorcraft external-load operations. The Agency agrees that knowledge and skill demonstrations may be superfluous in such cases, and the provision has been revised to cater to these situations.

Comments were received objecting to the severity of the pilot flight time provisions in the proposal, particularly the provision requiring the pilot to have 50 hours of flight time in rotorcraft external-load operations. The Agency has reexamined the need for these provisions, taking into consideration that each pilot is required to demonstrate his knowledge and skill in rotorcraft external-load operations in compliance with § 133.23, and has concluded that they may be deleted without compromising safety.

Several operators commented concerning the proposed provision requiring each pilot to demonstrate his knowledge and skill to the Administrator. They contended that this requirement would create delays and hardship when a new pilot is employed by the operator at a remote location where no representative of the Administrator is available and suggested that the knowledge and skill demonstration, in the case of pilots other than the designated chief pilot, be made to the designated chief pilot rather than to the Administrator. The Agency considers the objection valid and the suggested solution reasonable. This revision has been incorporated.

The proposed provisions dealing with operations over noncongested areas have been deleted, since they are contained in other parts of the Agency's regulations. The proposed provisions dealing with operations over congested areas have been revised by deleting: (1) the requirement that the copilot (if any) demonstrate his knowledge and skill in rotorcraft external-load operations; and (2) the requirement that the zero-load automatic activation features of release devices be rendered inoperative. Of these, the first was deleted because the Agency knows of no rotocraft external-load operation for which it is necessary to have a copilot with the same knowledge and skill as the pilot, and the second because the provision in § 133.31(f)(2) relating to the release of jettisonable external loads during an emergency also covers inadvertent release by means of any zero-load release device.

Comments were received urging that the proposed recordkeeping provisions be deleted since the cost of keeping such records on pilot personnel was excessive in relation to any administrative benefits the Agency might derive. The Agency agrees in principle with this view, believing that the records the pilot is required to carry under the provisions of other Agency regulations, and the information on the Rotorcraft External-Load Operator Certificate (a facsimile of which must be displayed in the rotorcraft to comply with § 133.27) are generally sufficient for its administrative needs. The Agency believes it necessary, however, to require that the pilot, when conducting external-load operations, have evidence on his person that he had previously demonstrated his knowledge and skill with respect to the class of rotorcraft-load combination involved. Accordingly, the proposed recordkeeping provisions have been deleted, and a new provision (§ 133.31(d)(4)) added to require the pilot to have in his possession his log book containing an appropriate entry indicating that he has demonstrated his knowledge and skill with respect to the rotorcraft-load combination he is operating.

Numerous comments referred to the disparity between the notice's preamble and the provisions in proposed Part 133 [New] with respect to the regulations applicable to external-load attaching means. The preamble implied some relief would be granted from the burden of compliance with the provisions of Part 6 or 7, yet the proposed new part still required such compliance. The Agency has studied this question in detail, and has developed a simple static-load criterion, less severe than the provisions of Part 6 or 7, to serve as the basis for approval of external-load attaching means installed on rotorcraft operating under Part 133 [New]. This criterion has been set forth in § 133.43(a). Moreover, the Agency has found that numerous rotorcraft, fitted with external-load attaching means that had been approved under the provisions of Part 8, have been operated safely for several years. In recognition of this safety record, an exception from the static-load test provisions of § 133.43(a) has been granted in § 133.43(b) for rotorcraft external-load attaching means that had been approved, before January 17, 1964, under Part 80.

Comments have been received from persons who contended that the total weight of any rotorcraft-load combination, irrespective of class, should not exceed the maximum certificated weight established for the rotorcraft during its type certification under the provisions of Part 6 or 7. These persons pointed out that the maximum certificated weight of the rotorcraft is a key factor in establishing the safe service life for important structural elements, including the rotor blades; and, if this weight were exceeded during external-load operations, the safety of subsequent operations with that rotorcraft (including non-external-load operations with passengers) would be jeopardized. The Agency considers this a valid objection to external-load operations at total weights exceeding the maximum certificated weight established under the provisions of Part 6 or 7. For this reason, the total weight of all classes of rotorcraft-load combinations has been limited, for all operations subject to Part 133 [New], to the maximum certificated weight established for the rotorcraft under the provisions of Part 6 or 7. The applicant may, of course, apply for an increase in the rotorcraft maximum certificated weight, but this must be done under the provisions of Part 6 or 7.

Several proposed provisions have been deleted that dealt with cable angle limits, maximum tow-loads, and related requirements, for Class C (formerly Class IV) rotorcraft-load combinations. The Agency believes that too little is known about rotorcraft towing operations to justify adoption of these provisions at this time. The need for such provisions will be studied further as service experience accumulates.

In addition to the previously discussed major revisions to Part 133 [New], a number of minor revisions have been made, including numerous editorial revisions to clarify the part. In all cases, the revised provisions are no more restrictive than those in the notice of proposed rule making circulated as Draft Release 63-5.

To arrive at an effective date for Part 133 [New], the Agency took into account two opposing factors. On the one hand, it is desirable that the relief granted by this new part be made available as soon as possible to rotorcraft external-load operators; on the other, some interval of time is necessary (between adoption and effective date) to prepare the Agency's field offices for quick processing of operator certificate applications. An interval of 120 days between adoption and effective date has been selected as a reasonable compromise.

Interested persons have been afforded an opportunity to participate in the making of these regulations, and due consideration has been given to all relevant matter presented.

This amendment, as the first final rule to be published in Subchapter G adds that Subchapter to Chapter 1 of Title 14.

These regulations are issued under the authority of sections 307, 313(a), 601, and 607 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354(a), 1421, and 1427).

In consideration of the foregoing, effective May 17, 1964, Chapter I of Title 14, Code of Federal Regulations, is amended as hereinafter set forth.

Issued in Washington, D.C., on January 17, 1964.

N. E. HALABY,
Administrator.

1. Part 1—Definitions and Abbreviations [New] of the Federal Aviation Regulations is amended to include the following definitions in proper alphabetical order in § 1.1 *General definitions:*

"External load" means a load that is carried, or extends, outside of the aircraft fuselage.

"Rotorcraft-load combination" means the combination of a rotorcraft and an external load, including the external load attaching means. Rotorcraft-load combinations are designated as Class A, Class B, and Class C, as follows:

(1) "Class A rotorcraft-load combination" means one in which the external load cannot move freely, cannot be jettisoned, and does not extend below the landing gear.

(2) "Class B rotorcraft-load combination" means one in which the external load is jettisonable and is lifted free of land or water during the rotorcraft operation.

(3) "Class C rotorcraft-load combination" means one in which the external load is jettisonable and remains in contact with land or water during the rotorcraft operation.

"External-load attaching means" means the structural components used to attach an external load to an aircraft, including external-load containers, the backup structure at the attachment points, and any quick-release device used to jettison the external load.

2. That part of § 42.1(a)(4) of the Civil Air Regulations preceding the proviso therein is amended to read as follows:

§ 42.1 Applicability of this part.

(a) * * * (4) A commercial operator when engaging with large aircraft in the carriage of persons or property in air commerce for compensation or hire, except when conducting operations under Part 133 [New]: * * *

* * * * *

3. The following Subchapter G [New] is added:

SUBCHAPTER G—AIR CARRIER AND COMMERCIAL OPERATOR CERTIFICATION AND OPERATIONS [NEW]

PART 133—ROTORCRAFT EXTERNAL-LOAD OPERATIONS [NEW]

Subpart A—Applicability

Sec.
133.1 Applicability.

Subpart B—Certification Rules

133.11 Certificate required.
133.13 Duration of certificate.
133.15 Application for certificate.
133.17 Requirements for issuance of a rotorcraft external-load operator certificate.
133.19 Rotorcraft.
133.21 Pilots.
133.23 Knowledge and skill.
133.25 Amendment of certificate.
133.27 Availability, transfer, and surrender of certificate.

Subpart C—Operating Rules and Related Requirements

133.31 Operating rules.
133.33 Inspection authority.

Subpart D—Airworthiness Requirements

133.41 Flight characteristics requirements.
133.43 Structures and design.
133.45 Operating limitations.
133.47 Rotorcraft-load combination flight manual.
133.49 Markings and placards.
133.51 Airworthiness certification.

AUTHORITY: The provisions of this Part 133 issued under secs. 307, 313(a), 601, and 607 of the Federal Aviation Act of 1958; 49 U.S.C. 1348, 1354(a), 1421, and 1427.

Subpart A—Applicability

§ 133.1 Applicability.

This part prescribes—

(a) Airworthiness certification rules for rotorcraft used in; and

(b) Operating and certification rules governing the conduct of; non-passenger-carrying rotorcraft external-load operations in the United States by any person (other than as an air carrier) conducting such an operation for compensation or hire. However, this part does not apply to operations conducted under Part 375 of this title.

Subpart B—Certification Rules

§ 133.11 Certificate required.

No person subject to this part may conduct rotorcraft external-load operations for compensation or hire within the United States without, or in violation of the terms of, a Rotorcraft External-Load Operator Certificate issued by the Administrator under § 133.17.

§ 133.13 Duration of certificate.

A Rotorcraft External-Load Operator Certificate is of indefinite duration and continues in effect until suspended, revoked, or voluntarily surrendered.

§ 133.15 Application for certificate.

Application for a Rotorcraft External-Load Operator Certificate is made on a form, and in a manner, prescribed by the Administrator. The form may be obtained from any General Aviation, or Air Carrier District Office, of the FAA. The completed application is sent to the FAA district office having jurisdiction over the area in which the applicant's home base of operations is located.

§ 133.17 Requirements for issuance of a rotorcraft external-load operator certificate.

If an applicant shows that he complies with §§ 133.19, 133.21, and 133.23, the Administrator issues a Rotorcraft External-Load Operator Certificate to him with an authorization to operate specified rotorcraft with those classes of rotorcraft-load combinations for which he complies with the applicable provisions of Subpart D of this part.

§ 133.19 Rotorcraft.

(a) The applicant must have the exclusive use of at least one rotorcraft that—

(1) Was type certificated under, and meets the requirements of, Part ______ or ______ [present Part 6 or 7] (but not necessarily with external-load-carrying attaching means installed); and

(2) Complies with the certification provisions in Subpart D of this Part that apply to the rotorcraft-load combinations for which authorization is requested.

(b) For the purposes of paragraph (a) of this section, a person has exclusive use of a rotorcraft if he has the sole possession, control, and use of it for flight, as owner, or has a written agreement (including arrangements for the performance of required maintenance) giving him that possession, control, and use for at least six consecutive months.

§ 133.21 Pilots.

(a) The applicant must hold, or have available the services of at least one person who holds, a current commercial or airline transport pilot certificate, with a rating appropriate for the rotorcraft prescribed in § 133.19, issued by the Administrator.

(b) The applicant must designate one pilot, who may be the applicant himself, as his chief pilot for rotorcraft external-load operations. The chief pilot must hold a current commercial or airline transport pilot certificate, with a rating appropriate for the rotorcraft prescribed in § 133.19, issued by the Administrator.

§ 133.23 Knowledge and skill.

(a) Except as provided in paragraph (d) of this section, the applicant, or the chief pilot designated in accordance with § 133.21(b), must demonstrate to the Administrator satisfactory knowledge and skill regarding rotorcraft external-load operations as set forth in paragraphs (b) and (c) of this section.

(b) The test of knowledge (which may be oral or written, at the option of the applicant) covers the following subjects:

(1) Steps to be taken before starting operations, including a survey of the flight area.

(2) Proper method of loading, rigging, or attaching the external load.

(3) Performance capabilities, under approved operating procedures and limitations, of the rotorcraft to be used.

(4) Proper instructions of flight crew and ground workers.

(c) The test of skill consists of such of the following maneuvers, performed with the class of rotorcraft-load combination for which authorization is requested, as are appropriate for that class. The appropriate maneuvers must be demonstrated for each class, in the rotorcraft prescribed in § 133.19, at the rotorcraft's maximum certificated weight.

(1) Takeoffs and landings.

(2) Demonstration of directional control while hovering.

(3) Acceleration from a hover.

(4) Flight at operational airspeeds.

(5) Approaches to landing or working area.

(6) For Class B rotorcraft-load combinations—

(i) Maneuvering the external load into the release position; and

(ii) Demonstration of winch operation, if a winch is installed to hoist the external load.

(d) Compliance with paragraphs (b) and (c) of this section need not be shown if the Administrator finds, on the basis of the applicant's (or his designated chief pilot's) previous experience and safety record in rotorcraft external-load operations, that his knowledge and skill are adequate.

§ 133.25 Amendment of certificate.

The holder of a Rotorcraft External-Load Operator Certificate may apply to the Administrator for an amendment of his certificate, to add or delete a rotorcraft or a rotorcraft-load combination authorization, by executing the appropriate portion of the form used in applying for a Rotorcraft External-Load Operator Certificate. The completed application for amendment is sent to the FAA district office having jurisdiction over the area in which the certificate holder's home base of operation is located, or to the district office nearest the area in which operations are to be conducted. If the applicant for the amendment shows that he complies with §§ 133.19, 133.21, and 133.23, the Administrator issues an amended Rotorcraft External-Load Operator Certificate to him with authorization to operate with those classes of rotorcraft-load combinations for which he complies with the applicable provisions of Subpart D of this part.

§ 133.27 Availability, transfer, and surrender of certificate.

(a) Each holder of a Rotorcraft External-Load Operator Certificate shall keep its certificate at its home base of operations and shall make it available for inspection by the Administrator upon request.

(b) Each person conducting a rotorcraft external-load operation shall carry a facsimile of the Rotorcraft External-Load Operator Certificate in each rotorcraft used in the operation.

(c) If the Administrator suspends or revokes a Rotorcraft External-Load Operator Certificate, the holder of that certificate shall return it to the Administrator. If the certificate holder, for any other reason, discontinues operations under his certificate, and does not resume operations within two years, he shall return the certificate to the FAA district office having jurisdiction over the area in which his home base of operations is located.

Subpart C—Operating Rules and Related Requirements

§ 133.31 Operating rules.

(a) No person holding a Rotorcraft External-Load Operator Certificate may conduct rotorcraft external-load operations subject to this part under a business name that is not on that certificate.

(b) No person may conduct a rotorcraft external-load operation without, or contrary to, the Rotorcraft-Load Combination Flight Manual prescribed in § 133.47.

(c) The holder of a Rotorcraft External-Load Operator Certificate shall report any change in the designation of chief pilot to the FAA district office having jurisdiction over the area in which the applicant's home base of operations is located. The new chief pilot must be designated and must comply with §133.23 within 15 days or the operation may not conduct further operations under his Rotorcraft External-Load Operator Certificate.

(d) No person may conduct a rotorcraft external-load operation unless—

(1) The rotorcraft complies with § 133.19;

(2) The rotorcraft and rotorcraft-load combination are authorized under the Rotorcraft External-Load Operator Certificate;

(3) The pilot has previously demonstrated his knowledge and skill with respect to the rotorcraft-load combination in accordance with § 133.23, except that this demonstration, in the case of pilots other than the chief pilot designated in accordance with § 133.21(b), may be made to the designated chief pilot rather than to the Administrator, but in either case an appropriate entry to that effect is made in the pilot's log book by the Administrator or the chief pilot; and

(4) The pilot has in his personal possession his log book containing the appropriate entry indicating that he complied with subparagraph (3) of this paragraph.

(e) Before a person may operate a rotorcraft with an external load configuration that differs substantially from any he has previously carried with that type of rotorcraft (whether or not the rotorcraft-load combination is of the same class), he must conduct, in a manner that will not endanger persons or property on the surface, such as the following flight-operational checks as the Administrator determines are appropriate to the rotorcraft-load combination:

(1) A determination that the weight of the rotorcraft-load combination, and the location of its center of gravity, are within approved limits; that the external load is securely fastened; and that the external load does not interfere with devices provided for its emergency release.

(2) Make an initial lift-off and verify that controllability is satisfactory.

(3) While hovering, verify that directional control is adequate.

(4) Accelerate into forward flight to verify that no attitude (whether of the rotorcraft or of the external load) is encountered in which the rotorcraft is uncontrollable, or which is otherwise hazardous.

(5) In forward flight, check for hazardous oscillations of the external load, but if the external load is not visible to the pilot, other crewmembers or ground personnel may make this check and signal the pilot.

(6) Increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.

(f) Nothwithstanding any provisions of Part 91 [New] of this chapter, the holder of a Rotorcraft External-Load Operator Certificate may conduct rotorcraft external-load operations over congested areas if those operations are conducted without hazard to persons or property on the surface, and are conducted in compliance with the following:

(1) The operator must develop a plan for each complete operation, must coordinate this plan with the FAA district office having jurisdiction over the area in which the operation is to be conducted, and must obtain approval for the operation from that district office. The plan must include an agreement with the appropriate political subdivision that local officials will exclude unauthorized persons from the area in which the operation will be conducted, coordination with air traffic control, if necessary, and a detailed chart depicting the flight routes and altitudes.

(2) Each flight must be conducted at an altitude, and on a route, that will allow a jettisonable external load to be released, and the rotorcraft landed, in an emergency without hazard to persons or property on the surface.

§ 133.33 Inspection authority.

Each person conducting an operation under this Part shall allow the Administrator to make any inspections or tests that he considers necessary to determine compliance with the Federal Aviation Regulations and the Rotorcraft External-Load Operator Certificate.

Subpart D—Airworthiness Requirements

§ 133.41 Flight characteristics requirements.

(a) The applicant must demonstrate to the Administrator, by performing the operational flight checks prescribed in paragraphs (b), (c), and (d) of this section, as applicable, that the rotorcraft-load combination has satisfactory flight characteristics. For the purposes of this demonstration, the external-load weight (including the external-load attaching means) is the maximum weight for which authorization is requested.

(b) Class A rotorcraft-load combinations: The operational flight check must consist of at least the following maneuvers:

(1) Takeoff and landing.

(2) Demonstration of adequate directional control while hovering.

(3) Acceleration from a hover.

(4) Horizontal flight at airspeeds up to the maximum airspeed for which authorization is requested.

(c) Class B rotorcraft-load combinations: The operational flight check must consist of at least the following maneuvers:

(1) Pickup of the external load.

(2) Demonstration of adequate directional control while hovering.

(3) Acceleration from a hover.

(4) Horizontal flight at airspeeds up to the maximum airspeed for which authorization is requested.

(5) Demonstration of winch operation, if a winch is installed to hoist the external load.

(6) Maneuvering of the external load into release position and its release, under probable flight operation conditions, by means of each of the quick-release controls prescribed in § 133.43(d) (1) and (2).

(d) Class C rotorcraft-load combinations: For Class C rotorcraft-load combinations used in wire-stringing, cable-laying, or similar operations, the operational flight check must consist of the maneuvers, as applicable, prescribed in paragraph (c) of this section.

§ 133.43 Structures and design.

(a) *External-load attaching means.* Except as provided in paragraph (b) of this section, the applicant must demonstrate that the rotorcraft external-load attaching means can withstand a static load equal to 2.5 times the maximum external load for which authorization is requested, applied in the vertical direction or in any direction making an angle of 30 degrees with the vertical, except for those directions having a forward component. This static test must not cause deterimental deformation of the external-load attaching means. However, the 30-degree angle may be reduced to a lesser angle if the applicant shows that this lesser angle will not be exceeded in his operation.

(b) *Exception.* Compliance with paragraph (a) of this section need not be demonstrated if the rotorcraft external-load attaching means had been approved, before January 17, 1964, under Part ---- [Present Part 8], or had been approved, irrespective of date of approval, under Part ---- or ---- [Present Part 6 or 7].

(c) *Weight and center of gravity*—(1) *Weight.* The total weight of the rotorcraft-load combination must not exceed the maximum certificated weight established for the rotorcraft during its type certification under Part ---- or ---- [present Part 6 or 7].

(2) *Center of gravity.* The location of the center of gravity must, for all loading conditions, be within the range established for the rotorcraft during its type certification under Part ---- or ---- [present Part 6 or 7]. For Class C rotorcraft-load combinations, the magnitude and direction of the loading force must be established at those values for which the effective location of the center of gravity remains within its established range.

(d) *Quick-release devices.* The external-load attaching means for Class B and Class C rotorcraft-load combinations must include a device to enable the pilot to release the external load quickly during flight. This quick-release device, and the means by which it is controlled, must comply with the following:

(1) A control for the quick-release device must be installed on one of the pilot's primary controls and must be designed and located so that it may be operated by the pilot without hazardously limiting his ability to control the rotorcraft during an emergency situation.

(2) In addition to the control prescribed in subparagraph (1) of this paragraph, a manual mechanical control for the quick-release device, readily accessible either to the pilot or to a crewmember, must be provided.

(3) The quick-release device must function properly with all external loads up to and including the maximum external load for which authorization is requested.

§ 133.45 Operating limitations.

In addition to the operating limitations set forth in the approved Rotorcraft Flight Manual, and to any other limitations the Administrator may prescribe, the operator shall establish at least the following limitations and set them forth in the Rotorcraft-Load Combination Flight Manual for rotorcraft-load combination operations:

(a) No person who is not a flight crewmember may be carried unless he performs an essential function in connection with the external-load operation.

(b) The rotorcraft-load combination may be operated only within the weight and center of gravity limitations established in accordance with § 133.43(c).

(c) The rotorcraft-load combination may not be operated with an external load weight exceeding that used in showing compliance with §§ 133.41 and 133.43 (a) and (d)(3).

(d) The rotorcraft-load combination may not be operated at airspeeds greater than those established in accordance with § 133.41 (b), (c), and (d).

§ 133.47 Rotorcraft-load combination flight manual.

The applicant must prepare a Rotorcraft-Load Combination Flight Manual and submit it for approval by the Administrator. The manual must be prepared in accordance with the rotorcraft flight manual provisions of Subpart G of Part ---- or ---- [present Part 6 or 7], whichever is applicable. The limiting height-speed envelope data need not be listed as operating limitations. The manual must set forth—

(a) Operating limitations, procedures (normal and emergency), performance, and other information established under this subpart;

(b) The class of rotorcraft-load combinations for which the airworthiness of the rotorcraft has been demonstrated in accordance with §§ 133.41 and 133.43; and

(c) In the information section of the Rotorcraft-Load Combination Flight Manual—

(1) Information on any peculiarities discovered when operating particular rotorcraft-load combinations;

(2) Precautionary advice regarding static electricity discharges, for Class B rotorcraft-load combinations; and

(3) Any other information essential for safe operation with external loads.

§ 133.49 Markings and placards.

The following markings and placards must be displayed conspicuously and must be such that they cannot be easily erased, disfigured, or obscured:

(a) A placard (displayed in the cockpit or cabin) stating the class of rotorcraft-load combination for which the rotorcraft has been approved and the occupancy limitation prescribed in § 133.45(a).

(b) A placard, marking, or instruction (displayed next to the external-load attaching means) stating the maximum external load prescribed as an operating limitation in § 133.45(c).

§ 133.51 Airworthiness certification.

A rotorcraft external-load operator certificate is a current and valid airworthiness certificate for each rotorcraft (fitted with external-load attaching means) listed in that certificate, when the rotorcraft is being used in operations under this part or in operations incidental to those operations.

[F.R. Doc. 64-650; Filed, Jan. 23, 1964; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-SW-41]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Control Zone, Revocation of Control Area Extension and Designation of Transition Area

On October 1, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 10546) stating that the Federal Aviation Agency proposed to alter the Cotulla, Tex., control zone, revoke the Cotulla control area extension and designate a transition area at Cotulla.

Interested persons were afforded an opportunity to participate in the rule-making through submission of comments. All comments received were favorable.

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.171 (27 F.R. 220-91, November 10, 1962), the Cotulla, Tex., control zone is amended to read:

Cotulla, Tex.

Within a 3-mile radius of Cotulla Municipal Airport (latitude 28°27'15'' N., longitude 99°13'05'' W.); within 2 miles each side of the Cotulla VOR 265° radial, extending from the 3-mile radius zone to the VOR, and within 2 miles each side of the Cotulla RBN 320° bearing, extending from the 3-mile radius zone to 8 miles NW of the RBN.

2. Section 71.181 (27 F.R. 220-139, November 10, 1962) is amended by adding the following transition area:

Cotulla, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles N. and 5 miles S. of the Cotulla VOR 085° radial, extending from the VOR to 12 miles E. of the VOR; within 8 miles N. and 5 miles S. of the Cotulla VOR 265° radial, extending from the VOR to 13 miles W. of the VOR, and within 8 miles SW. and 5 miles NE. of the Cotulla RBN 320° bearing, extending from the RBN to 12 miles NW. of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 28°52′00″ N., longitude 99°25′00″ W., to latitude 28°54′00″ N., longitude 99°05′00″ W., to latitude 28°19′00″ N., longitude 98°37′00″ N., to latitude 28°05′00″ N., longitude 98°48′00″ W., to latitude 28°06′00″ N., longitude 99°08′00″ W., to latitude 28°08′20″ N., longitude 99°18′20″ W., to latitude 28°32′00″ N., longitude 99°28′00″ W., to point of beginning.

3. In § 71.165 (27 F.R. 220–59, November 10, 1962), the Cotulla, Tex., control area extension is revoked.

These amendments shall become effective 0001 e.s.t., April 2, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 17, 1964.

H. B. Helstrom,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–647; Filed, Jan. 23, 1964; 8:45 a.m.]

[Airspace Docket No. 63–AL–14]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Designation of Federal Airway, Associated Control Areas, and Reporting Point

On June 21, 1963, a notice of proposed rule making was published in the Federal Register (28 F.R. 6406) stating that the Federal Aviation Agency proposed to designate a VOR Federal airway from Nenana, Alaska, via Tanana, Alaska, to Galena, Alaska, including an alternate airway from Tanana to Galena and to designate Tanana as a reporting point.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments but no comments were received.

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.125 (27 F.R. 220–36, November 10, 1962) add:

V–488 From Galena, Alaska, via INT Galena 074° and Tanana, Alaska, 260° radials; Tanana (11-mile-wide airway from 45 nmi from Galena to 45 nmi from Tanana), including a south alternate (11-mile-wide airway from 45 nmi from Galena to 45 nmi from Tanana); to Nenana, Alaska.

2. In §§ 71.211 and 71.213 (27 F.R. 220–174, 220–175, November 10, 1962) add:

Tanana, Alaska.

These amendments shall become effective 0001 e.s.t., April 2, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on January 17, 1964.

H. B. Helstrom,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–648; Filed, Jan. 23, 1964; 8:45 a.m.]

[Airspace Docket No. 63–WE–70]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Revocation of Federal Airway Segment

On October 24, 1963, a notice of proposed rule making was published in the Federal Register (28 F.R. 11415) stating that the Federal Aviation Agency proposed to revoke the south alternate segment of VOR Federal airway No. 248 from Avenal, Calif., to Bakersfield, Calif.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

The substance of the proposed amendment having been published and for the reason stated in the notice, § 71.123 (27 F.R. 220–6, November 10, 1962) is amended as follows: In V–248 ", including an S alternate via INT of Avenal 145° and Bakersfield 243° radials." is deleted.

This amendment shall become effective 0001 e.s.t., April 2, 1964.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C. on January 17, 1964.

H. B. Helstrom,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–649; Filed, Jan. 23, 1964; 8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 3064; Amdt. 677]

PART 507—AIRWORTHINESS DIRECTIVES

Canadair CL–44D4 Aircraft

In a recent incident involving a Canadair Model CL–44D4 aircraft, there was binding of a sealed coupling in the control system due to the rotation of an eccentrically bored nylatron bushing in the housing. To correct this unsafe condition an airworthiness directive is being issued to require inspection and modification of the couplings.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the Federal Register.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

Canadair. Applies to all Model CL–44D4 aircraft.

Compliance required as indicated.

As a result of an incident indicating binding of a sealed coupling due to rotation of an eccentrically bored nylatron bushing in an eccentrically bored housing P/N 44A53941–951, accomplish the following inspection within 25 hours' time in service after the effective date of this AD unless already accomplished.

(a) Inspect all 14 control system couplings P/N 44A53940 to determine if housing P/N 44A53941–951 is being utilized (housing P/N impression is stamped on unpressurized face of mounting flange).

(b) If housing P/N 44A53941–951 is being utilized, accomplish one of the following before further flight.

(1) Replace housing P/N 44A53941–951 with housing P/N 44A53941 with no dash number modified per Canadair Service Bulletin No. 304, Revision B, dated July 11, 1963, or an equivalent approved by Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(2) Rework housing P/N 44A53941–951 as follows:

(i) Remove nylatron or steel bushing from housing P/N 44A53941–951;

(ii) Rebore the hole for bushing to 0.750 plus 0.000 minus 0.001 inch-diameter and make bushing hole concentric within 0.001 inch with the hole bore for the bearings;

(iii) Reinstall special nylatron bushing which will provide 0.0010 to 0.0025 inch interference fit with housing bore;

(iv) Finish bore inner diameter of nylatron bushing 0.629 plus 0.001 minus 0.000 inch and make hole in the bushing concentric within 0.001 inch with the hole bore for bearings; and

(v) Reidentify housing as P/N 44A53941–952.

(3) Remove nylatron or steel bushing from housing P/N 44A53941–951 for interim aircraft operation. However, housing shall be replaced or reworked in accordance with either (b)(1) or (b)(2) within 100 hours' time in service after the removal of the bushing. Couplings that are reworked or replaced after this interim operation shall be thoroughly cleaned and lubricated before reinstallation.

(Canadair Service Bulletin No. 304, Revision B, dated July 11, 1963, and Canadair Limited telegram dated January 7, 1964, to Seaboard World Airlines, Flying Tigers Airlines and Slick Airways covers this same subject.)

This amendment shall become effective January 23, 1964.

(Secs. 313(a), 601 and 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on January 17, 1964.

G. S. Moore,
Director,
Flight Standards Service.

[F.R. Doc. 64–646; Filed, Jan. 23, 1964; 8:45 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER T—OPERATION AND MAINTENANCE

PART 221—OPERATION AND MAINTENANCE CHARGES

Yakima Indian Reservation, Washington

January 20, 1964.

There was published in the Federal Register on August 9, 1963, (28 F.R. 8212) notice to amend §§ 221.1, 221.73 and 221.86 of the Code of Federal Regulations, Title 25—Indians, dealing with the operation and maintenance of the Ahtanum Indian Irrigation Project, Toppenish-Simcoe Indian Irrigation Project and the Wapato Indian Irrigation Project of the Yakima Indian Reservation, Washington. The purpose of this amendment is to increase the annual operation and maintenance assessment rate for the Ahtanum Project from $2.75 to $3.25; the Toppenish-Simcoe Project from $2.25 to $3.25 and the Wapato Project from $7.25 to $8.00 under paragraph (a) and from $7.00 to $8.00 under paragraph (b).

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendment. A large number of water users both Indian and non-Indian and the Yakima Tribe protested the proposed increase in rates and requested a hearing in order to give them an opportunity to state their position. A public hearing was held on November 5, 1963, at the Indian meeting house near Wapato, Washington. Complete coverage of this hearing together with all correspondence in the case has been carefully considered and found not to justify further delay in the amendment of regulations. Accordingly, the proposed amendment is hereby adopted without change and is set forth below.

Section 221.1 under the center head Ahtanum Indian Irrigation Project, Washington, is amended to read as follows:

§ 221.1 Charges.

Pursuant to the provisions of the acts of August 1, 1914 and March 7, 1928 (38 Stat. 583 and 45 Stat. 210; 25 U.S.C. 385, 387), the operation and maintenance charges on lands of the Ahtanum Indian Irrigation Project, Yakima Indian Reservation, Washington, for the calendar year 1964 and subsequent years until further notice, are hereby fixed at $3.25 per acre per annum for each irrigable acre of land to which water can be delivered from the project works.

Section 221.73 under the center head Toppenish-Simcoe Indian Irrigation Project, Washington, is amended to read as follows:

§ 221.73 Charges.

Pursuant to the provisions of the acts of August 1, 1914 and March 7, 1928 (38 Stat. 583 and 45 Stat. 210; 25 U.S.C. 385, 387), the operation and maintenance charges for the lands under the Toppenish-Simcoe Irrigation Project, Yakima Indian Reservation, Washington, for the calendar year 1964 and subsequent years until further notice, are hereby fixed as follows:

All lands for which application for water is made and approved by Project Engineer, per acre	$3.25

Section 221.86 under the center head Wapato Indian Irrigation Project, Washington, is amended to read as follows:

§ 221.86 Charges.

Pursuant to the provisions of the acts of August 1, 1914 and March 7, 1928 (38 Stat. 583, 45 Stat. 210; 25 U.S.C. 385, 387), the operation and maintenance charges on assessable lands under the Wapato Indian Irrigation Project, Yakima Indian Reservation, Washington, for the calendar year 1964 and subsequent years until further notice are hereby fixed as follows:

(a) Minimum charges for all tracts in noncontiguous single ownership	$8.00
(b) Flat rate upon all farm units or tracts for each assessable acre	8.00
(c) Storage operation and maintenance. For all lands with a storage water right, known as "B" lands, in addition to other charges per acre	.50

(38 Stat. 583, 45 Stat. 210; 25 U.S.C. 385, 387)

JOHN O. CROW,
Deputy Commissioner.

[F.R. Doc. 64-661; Filed, Jan. 23, 1964; 8:46 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3306]

[Montana 061709]

MONTANA

Power Site Restoration No. 611; Partly Revoking Indian Power Site Reserve (BLM 129534) and Power Site Reserve No. 397; Vacating Power Withdrawal Project No. 2135

By virtue of the authority vested in the President by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952, and by virtue of the authority contained in section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to the determination of the Federal Power Commission docketed as DA-173-Montana, it is ordered as follows:

1. The Departmental Order of June 29, 1908, creating Indian Power Site Reserve and the Executive Order of September 10, 1913, creating Power Site Reserve No. 397 are hereby revoked so far as they affect the following-described lands:

MONTANA PRINCIPAL MERIDIAN

T. 22 N., R. 20 W.,
Sec. 5, lots 6 and 7;
Sec. 7, S½;
Sec. 8, lot 8, NW¼NW¼ and W½SE¼SW¼;
Sec. 17, lots 1, 2 and 3;
Sec. 18, lots 1, 2, 3, 4, 5, 6, 7, and 8.

T. 22 N., R. 21 W.,
Sec. 11, lots 1 to 9 incl., and SW¼SE¼;
Sec. 12, lots 1, 2, 3, 4 and W½ lot 5;
Sec. 13, lots 1, 2, 3, 4, 5, NE¼NE¼, SE¼NW¼, E½NW¼SE¼, and W½W½NW¼SE¼;

Containing approximately 1,289 acres.

Most of the lands are required for the dam site, powerhouse, operator's quarters and switchyard of Project No. 5, and are not subject to disposal.

2. In DA-173, Montana, the Federal Power Commission vacated the withdrawal of May 22, 1953, created by the filing of an application for preliminary permit for Project No. 2135 so far as it affects the following-described lands:

T. 22 N., R. 21 W.,
Sec. 11, lots 1, 2, 3, 4, 5 and 9.

3. The Federal Power Commission has determined that the value of the following-described lands will not be injured or destroyed for purposes of power development by location, entry or selection under the public land laws, subject to the provisions of section 24 of the Federal Power Act, as amended, and further subject to the prior rights of the licensee (Rocky Mountain Power Company) for Project No. 5, its successors or assigns and the easement imposed by law:

MONTANA PRINCIPAL MERIDIAN

T. 22 N., R. 20 W.,
Sec. 7, SE¼SE¼;
Sec. 8, NW¼NW¼.

T. 22 N., R. 21 W.,
Sec. 11, lots 1, 2, 3, 4, 5 and 9 and, all portions of the following-described subdivisions lying within the project boundary, being those lands lying below the 2893 foot contour, as more accurately described on maps designated Exhibits K sheets 1 to 10 inclusive (F.P.C. Nos. 5-51 to 60 inclusive), filed in the Commission May 3, 1940 and Exhibits K sheets 11 to 15 inclusive (F.P.C. No. 5-97 to 101 inclusive), filed in the Commission January 2, 1946.

T. 22 N., R. 19 W.,
Sec. 6, lot 2;
Within Baptist Villa
block 2, lots 1, 2, 3 and 4;
block 3, lots 1 to 8 incl.;
block 4, lots 1 to 7 incl.

T. 23 N., R. 19 W.,
Sec. 3;
Within Festou Villa
block 8, lots 4 and 5;
block 9, lots 1, 2 and 3;
block 10, lots 1, 2, 10 and 11;
block 11, lots 5, 8 and 9;
Sec. 7;
Within Finley Point Villa
block 1, lots 12 and 13;
block 2, lots 1, 3 and 4;
block 3, lot 1;
block 6, lots 1, 2, 3 and 4;
Sec. 10;
Within Festou Villa
block 12, lots 1, 2, 4, 5, 6 and 7;
Sec. 15;
Within Station Villa
block 1, lots 1, 2 and 3;
Sec. 18;
Within Pollard Villa
block 1, lots 1 to 6 incl.;
block 4, lots 1 to 7 incl.;
Sec. 19; lots 6 and 7 (old lot 4)
Within Alson Villa
block 1, lot 4;
Sec. 20;
Within Alson Villa
block 1, lots 5 and 6;
block 2, lots 5, 6 and 7;
Sec. 22, NW¼NW¼;
Sec. 31;
Within Baptist Villa
block 1, lot 1.

T. 24 N., R. 19 W.,
Sec. 9;
Within Orchard Villa
block 3, lot 8;
block 4, lots 1, 2 and 8.
Sec. 21, lots 1, 2 and 3;
Sec. 22, lot 1;
Within Blue Grade Villa
block 1, lot 1;
Sec. 27;
Within Blue Grade Villa
block 7, lots 1 and 2;

Sec. 34;
Within Festou Villa
block 2, lots 1, 2 and 5;
block 3, lots 1 to 7 incl.;
block 4, lots 4 and 5.
T. 25 N., R. 19 W.,
Sec. 5, lot 3.
T. 22 N., R. 20 W.,
Within Polson Townsite
public reserves nos. 1, 2 and 3;
block 1, lot 6;
block 2, lots 1, 8 and 11;
A triangular tract in northwest corner of block 5;
block 11, lots 4A and 4B;
Sec. 5, lots 6 and 7;
Sec. 7, SW¼SE¼;
Sec. 8, lot 8 and W½SE¼SW¼;
Sec. 17, lots 1, 2 and 3;
Sec. 18, lots 1 to 8 incl.
T. 23 N., R. 20 W.,
Sec. 3, S½SW¼NW¼, SW¼SE¼NW¼, W½SE¼SE¼NW¼, NW¼SW¼ and SW¼SE¼;
Sec. 5;
Within White Swan Villa
block 10, lots 1, 2, 3 and 4;
block 11, lots 1 and 2;
Sec. 10, NW¼NE¼;
Secs. 2, 3, 10, 11 and 15;
Within Safety Bay Villa
block 2, lots 1, 3, 4 and 5;
block 3, lots 3 to 10 incl., and 19;
block 4, lots 1, 2, 3, 9, 10, 11, 12, 16, 19, 20, 22 and 23;
block 5, lots 1 to 6 incl.;
block 6, part of lot 1, lots 2, to 18 incl.;
block 7, lots 1 to 11 incl.;
block 8, lots 1 and 4;
block 9, lots 2, 3, 4, 5, 6, 9, 10, 11, 12 and 13;
block 10, lots 2 to 10 incl.;
block 11, lots 1 to 10 incl.;
block 12, lots 1 to 12 incl.;
block 13, lots 1, 2 and 3;
block 14, lots 1, 2, 3, 4, 6 and 7;
block 15, lots 1 to 8 incl.;
block 16, lots 1, 2, 3, 4, 5, 13, 14, 15 and 16;
Sec. 12;
Within Narrows Villa
block 1, lots 1, 2 and 3;
block 2, lot 1;
block 3, lot 1.
T. 24 N., R. 20 W.,
Secs. 7, 8 and 17;
Within Grouse Villa
block 1, lots 1 and 2;
block 2, lot 4;
block 3, lots 2 and 3;
block 4, lots 3, 5 and 9;
block 5, lots 1, 2 and 5;
block 7, lots 4 and 6;
Sec. 18;
Within Wild Horse Villa
block 2, lots 1, 2, 3, 6, 7, and part of lot 8;
Secs. 27, 28, 33 and 34;
Within Matterhorn Villa
block 1, lots 1, 2, 3 and 4;
block 2, lots 3, 4, 5, 6, 7 and 8;
block 3, lots 1, 2, 4 and 5;
block 4, lot 6;
block 5, lots 1 to 8 incl.;
block 6, lots 1 to 6 incl.;
block 7, lots 1, 3, 6 and 7;
block 8, lots 1 to 5 incl.;
Secs. 29, 30 and 32;
Within White Swan Villa
block 1, lot 1;
block 2, lots 4 and 5;
block 3, lots 5, 6 and 8;
block 4, lots 1, 2, 3, 4, 7, 13, 14, 15 and 16;
block 5, lots 1, 2, 3, 6, 7, 10, 11 and 12;
block 7, lots 3, 4 and 5;
block 8, lot 4;
block 9, lots 4, 5 and 8;
Sec. 30;
Within Larches Villa
block 2, lots 2, 3, 4 and 5;
Secs. 34 and 35;
Within Safety Bay Villa
block 1, lots 1, 2, 3, 4, 5, 6 and 7;
block 6, part of lot 1.
T. 26 N., R. 20 W.,
Sec. 3, lot 1;
Sec. 4, lot 8.
T. 27 N., R. 20 W.,
Sec. 22, lot 5.
T. 28 N., R. 20 W.,
Sec. 30, lot 9.
T. 24 N., R. 21 W.,
Sec. 3;
Within Dayton Townsite
blocks 9 and 22;
Secs. 12, 13 and 14;
Within Daycrom Villa
block 1, lot 1;
block 2, lot 1;
block 3, lots 1, 2, 4 and 7;
block 4, lots 1, 6 and 7;
Sec. 13;
Within Wild Horse Villa
block 1, lots 1 to 8 incl.;
block 2, part of lot 8, lots 10, 11, 13, 14, 15, 16, 17, 18 and 21;
Sec. 15;
Within Cromwell Villa
block 3, lot 7;
block 4, lot 1;
block 5, lots 1, 2, 3 and 5;
Sec. 19, lot 2;
Secs. 24 and 25;
Within Wilgus Villa
block 1, lots 1 to 17 incl.;
Sec. 25;
Within Armo Villa
block 1, lots 5 and 7;
block 2, lots 1 and 4;
block 3, lot 1;
Secs. 27 and 34;
Within Big Arm Villa
block 3, lots 1, 3, 4 and 5;
block 4, lots 4 and 5;
block 7, lots 1 and 2;
block 8, lot 1;
block 9, lots 2, 3 and 4;
Sec. 33;
Within Big Arm Townsite
block 1, lot 1;
block 2, lots 1, 2, 3 and 4;
block 3, lot 6;
block 4, lots 1, 2 and 3;
block 5, lots 1, 2, 3, 4, 5 and 6;
block 6, lots 3, 4, 5 and 6;
block 7, lots 3 and 4.
T. 28 N., R. 21 W.,
Sec. 22, NE¼SW¼.

4. With the exception of some or all of the lands in Ts. 24, 26, 27 and 28 N., R. 20 W., and T. 28 N., R. 21 W., the lands in Paragraph 3 are a part of the Flathead Indian Reservation. The areas affected by this order total in the aggregate about 15,800 acres of public and non-public land.

5. Subject to any valid existing rights, the requirements of applicable law, rules and regulations, and the provisions of any existing withdrawals the public lands described in this order are hereby opened to filing of applications, selections and locations in accordance with the following:

(a) Until 10:00 a.m. on July 17, 1964, the State of Montana shall have the preferred right of application to select any of the restored land for school indemnity purposes, as provided by section 2(c) of the Act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852). The State of Montana also has a more limited preferred right of application for the restored land for highway easement or for highway material site purposes as provided by section 24 of the Act of June 10, 1920, as amended May 28, 1948 (62 Stat. 275; 16 U.S.C. 818).

(b) All valid applications and selections under the nonmineral public land laws others than preference right applications from the State of Montana, presented at or prior to 10:00 a.m. on July 17, 1964, will be considered as simultaneously filed at that hour. Rights under such applications and sections filed after that hour will be governed by the time of filing.

6. The lands have been open to applications and offers under the mineral leasing laws, and to location under the United States mining laws subject to the provisions of the Act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

7. Persons claiming preference rights based upon valid settlement, statutory preference or equitable claims must enclose properly corroborated statements in support of their application setting forth all facts relevant to their claims.

8. Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, 1245 North 29th Street, Billings, Montana, 59101.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-662; Filed, Jan. 23, 1964; 8:46 a.m.]

[Public Land Order 3307]

[Washington 04779]

WASHINGTON

Power Site Cancellation No 196; Partly Cancelling Power Site Classification No. 349; Opening Lands Subject to Section 24 of the Federal Power Act, Project No. 2145

By virtue of the authority contained in the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and in section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to the determinations of the Federal Power Commission docketed as DA-190-Washington, dated July 24 and December 6, 1963, it is ordered as follows:

1. The departmental order of June 22, 1944, creating Power Site Classification No. 349, is hereby cancelled so far as it affects the following-described lands:

WILLAMETTE MERIDIAN

T. 25 N., R. 21 E.,
Sec. 20, SE¼NW¼ and NE¼SW¼.

The areas described aggregate approximately 80 acres. A portion of the NE¼SW¼ is withdrawn for Project No. 2145.

2. In DA-190-Washington, July 24, 1963, the Federal Power Commission determined that the value of the affected portions of the following-described lands so far as they are included in Project No. 2145 not already occupied by virtue of rights acquired prior to withdrawal of the lands for power purposes will not be injured or destroyed for purposes of power development by location thereon of the proposed highway right-of-way, sub-

ject to the provisions of section 24 of the Federal Power Act, and subject to the prior rights of the licensee for Project No. 2145, its successors and assigns, to use the lands for purposes as contemplated in the license:

T. 25 N., R. 21 E.,
Sec. 20, NE¼SW¼;
Sec. 30, NE¼SE¼.

Containing approximately 80 acres.

3. The land lies adjacent to the Rocky Reach Dam reservoir on the Columbia River, about 15 miles north of the City of Wenatchee, Washington. Topography is rough, broken and steep. Soils are shallow and rocky.

4. Until 10:00 a.m. on July 17, 1964, the State of Washington shall have the preferred right of application to select any of the restored land except those in Project No. 2145 for school land indemnity purposes, as provided by section 2(c) of the Act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 852). The State of Washington also has a more limited preferred right of application for the restored land for highway easement or for highway material site purposes as provided by section 24 of the Act of June 10, 1920, as amended May 28, 1948 (62 Stat. 275; 16 U.S.C. 818).

5. At 10:00 a.m. on July 17, 1964, the lands other than those in Project No. 2145 shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications, except preference right applications from the State, received prior to 10:00 a.m. on July 17, 1964, shall be considered as simultaneously filed at that time. Those filed thereafter shall be considered in the order of filing.

6. The land has been open to applications and offers under the mineral leasing laws, and except those in Project No. 2145, to location under the United States mining laws subject to the provisions of the Act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

Inquiries concerning the land should be addressed to the Manager, Land Office, Bureau of Land Management, Spokane, Washington.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-663; Filed, Jan. 23, 1964; 8:46 a.m.]

[Public Land Order 3308]

[Colorado 0112733]

COLORADO

Partly Revoking Reclamation Withdrawal, Blue River-South Platte Project

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), it is ordered as follows:

1. The departmental order of August 23, 1943, withdrawing land for reclamation purposes in connection with the Blue River-South Platte Project, is hereby revoked so far as it affects the following described lands:

SIXTH PRINCIPAL MERIDIAN

T. 3 S., R. 74 W.,
Sec. 26, lots 6 to 23 incl., and lots 56 to 73 incl.;
Sec. 27, lots 1 to 41 incl., lots 43, 45, 47, 48, 51, 52, 53, and lots 56 to 60 incl.;
Sec. 28, lots 1 to 10 incl., lot 23, lots 25 to 36 incl., and lots 42, 43 and 44;
Sec. 33, lots 1, 2, 3, 8, 9, 10, 21, and NW¼SW¼;
Sec. 34, lots 3, 4, 5, lots 8 to 14 incl., lots 17, 18, 28, 29, and 30.
T. 4 S., R. 74 W.,
Sec. 4, lots 3, 4, and S½NW¼;
Sec. 5, lots A, B, C, D, E and F, lots 1, 6, 7 and 8, N½SW¼NE¼, SW¼SW¼NE¼, and E½E½NE¼SE¼;
Sec. 8, lots 1 to 4, incl., lots 6 to 12 incl., lots 26, 27, lots 30 to 37 incl., lots 39, 40, 41, 43, 50, 55, 57, 58, 59, 60, 75, 76, 77, 86, 87, 89, 92, 93, 94, 98, and 99;
Sec. 17, lots 1, 9, and 10.

The areas described aggregate 1,174.85 acres.

2. Subject to any valid existing rights and equitable claims, the requirements of applicable law, rules and regulations, and the provisions of any existing withdrawals, the public lands released from withdrawal by this order are hereby opened to filing of applications, selections and locations in accordance with the following:

(a) Until 10:00 a.m. on July 17, 1964, the State of Colorado shall have a preferred right of application to select the lands in accordance with and subject to the provisions of subsection (c) of section 2 of the Act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852), and the regulations in 43 CFR.

(b) All valid applications and selections under the nonmineral public land laws other than any from the State of Colorado presented at or prior to 10:00 a.m. on July 17, 1964, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

(c) The lands have been opened to applications and offers under the mineral leasing laws. They will be opened to location under the United States mining laws after 10:00 a.m. on July 17, 1964.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Denver, Colorado.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-664; Filed, Jan. 23, 1964; 8:46 a.m.]

[Public Land Order 3309]

[Sacramento 071209]

CALIFORNIA

Withdrawal for Forest Service Experiment Station

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1962, it is ordered as follows:

1. Subject to valid existing rights, the following-described public lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining but not the mineral leasing laws, and reserved for use of the Forest Service, Department of Agriculture, as an experiment station:

MOUNT DIABLO MERIDIAN

T. 10 N., R. 10 E.,
Sec. 22, SW¼SW¼.

The area described contains 40 acres.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-665; Filed, Jan. 23, 1964; 8:47 a.m.]

[Public Land Order 3310]

[Wyoming 0195835]

WYOMING

Withdrawal for Forest Service Recreation Area

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

Subject to valid existing rights, the minerals in the following described national forest lands in the Medicine Bow National Forest are hereby withdrawn from prospecting, location, entry, and purchase under the mining laws of the United States, in aid of programs of the Forest Service, Department of Agriculture, for utilization of the surface as a recreation area:

SIXTH PRINCIPAL MERIDIAN

Bobbie Thomson Campground

T. 14 N., R. 79 W.,
Sec. 22, SE¼SE¼SW¼;
Sec. 27, E½NE¼NW¼, W½NW¼NE¼, NE¼SE¼NW¼, and NW¼SW¼NE¼.

The areas described aggregate approximately 70 acres.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-666; Filed, Jan. 23, 1964; 8:47 a.m.]

[Public Land Order 3311]

[Anchorage 059387]

ALASKA

Withdrawal for Forest Service Administrative Site

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Subject to existing valid rights, the following-described public lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining but not the mineral leasing laws, for use of the Forest Service as an administrative site in connection with the administration of the Tongass National Forest:

HYDER, ALASKA

U.S. Survey 2298

Containing 4.80 acres.

2. The withdrawal made by this order does not alter the applicability of the public land laws governing the use of the lands under lease, license or permit, or governing the disposal of their mineral and vegetative resources other than under the mining laws.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-667; Filed, Jan. 23, 1964; 8:47 a.m.]

[Public Land Order 3312]

[Fairbanks 031477]

ALASKA

Withdrawing Public Lands for School Purposes

By virtue of the authority contained in the Act of May 31, 1938 (52 Stat. 593; 48 U.S.C. 353a), it is ordered as follows:

Subject to existing valid rights, the following-described public lands are hereby withdrawn from all forms of appropriation under the public land laws including the mining but not the mineral leasing laws, and reserved under jurisdiction of the Bureau of Indian Affairs for school purposes, as an addition to those reserved at Stebbins by Executive Order No. 5289 of March 4, 1930:

STEBBINS

Beginning at Corner No. 3 of U.S. Survey 2049; thence:
S. 10°18′ E., 200′;
S. 79°42′ W., 462 feet;
N. 10°18′ W., 200 feet to Corner No. 4 of Survey 2049;
N. 79°42′ E., 462 feet to the point of beginning.

Containing 2.12 acres.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-668; Filed, Jan. 23, 1964; 8:47 a.m.]

[Public Land Order 3313]

[Montana 058470 ND]

NORTH DAKOTA

Reservoir Site Restoration No. 36; Revoking Reservoir Site Reserve No. 3

By virtue of the authority contained in Section 5 of the Act of June 1, 1910 (36 Stat. 456), it is ordered as follows:

The Departmental Order of May 15, 1911, withdrawing the following-described lands as Reservoir Site Reserve No. 3, is hereby revoked:

FIFTH PRINCIPAL MERIDIAN

T. 152 N., R. 90 W.,
  Sec. 8, lots 6, 7 and 8, S½SW¼, and SW¼SE¼;
  Sec. 17, N½NW¼, SW¼NW¼ and NW¼SW¼;
  Sec. 18, E½NE¼ and NE¼SE¼.

The areas described aggregate about 491 acres, within and a part of the Fort Berthold Indian Reservation.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

JANUARY 17, 1964.

[F.R. Doc. 64-669; Filed, Jan. 23, 1964; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 1131]

[Docket No. AO 271-A7]

MILK IN CENTRAL ARIZONA MARKETING AREA

Notice of Hearing on Proposed Amendments to Tentative Marketing Agreement and Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of a public hearing to be held in the Ramada Inn, 3825 East Van Buren Avenue, Phoenix, Arizona, beginning at 10:00 a.m., local time, on February 11, 1964, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Central Arizona marketing area.

The public hearing is for the purpose of receiving evidence with respect to the economic and marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

Proposed by the United Dairymen of Arizona:

Proposal No. 1. Revise § 1131.10(c) by adding at the end of the paragraph the following sentence:

A cooperative association who operates a pool plant may receive milk into trucks owned or under contract to the cooperative and act as handler for such milk where it causes such milk to be transferred from one pool plant to another pool plant for the account of the association.

Proposed by the Co-op Dairy, Federated Producers Association and United Dairymen of Arizona:

Proposal No. 2. Revise § 1131.15 to read as follows:

§ 1131.15 Fluid milk product.

"Fluid milk product" means milk (including frozen or concentrated milk) all skim milk (including reconstituted, concentrated, nonfat milk solids, any combination of reconstituted milk or skim milk with other products intended for fluid product use) buttermilk, flavored milk, flavored milk drinks and cream in fluid form or any mixture in fluid form of milk, skim milk, or cream (except sterilized products packaged in hermetically sealed containers, eggnog, yogurt, ice cream mix and aerated cream).

Proposal No. 3. In the introductory text of § 1131.51(a), change the present Class I differential of $2.30 to $2.50 and in § 1131.51(a)(2)(iii) revise the standard utilization table to read as follows:

Month for which price applies	Month used in computation	Standard utilization percentage	
		Minimum	Maximum
January	October-November	113	120
February	November-December	114	121
March	December-January	115	122
April	January-February	116	123
May	February-March	120	127
June	March-April	121	128
July	April-May	122	129
August	May-June	123	130
September	June-July	122	129
October	July-August	120	127
November	August-September	115	122
December	September-October	114	121

Proposal No. 4. Revise § 1131.51(b) to read as follows:

§ 1131.51 Class prices.

* * * * *

(b) *Class II milk price.* The price for Class II milk shall be the Class III price for the month plus 30 cents.

Proposal No. 5. Revise § 1131.71 by adding two new paragraphs (e) and (f) and renumber the present paragraphs (e), (f) and (g) as (g), (h) and (i), respectively, to read as follows:

§ 1131.71 Computation of the uniform price.

* * * * *

(e) Subtract for each of the months, November through June, an amount computed by multiplying 10 cents per hundredweight by the Class I milk to be set aside by the market administrator in a special fund;

(f) For the month of July add one-fourth of the total money in the special fund, for August one-third of the balance, September one-half of the balance, and for October the remaining balance in the fund;

(g) Add an amount equal to one-half of the unobligated balance on hand in the producer-settlement fund;

(h) Divide the resulting amount by the total hundredweight of producer milk included under paragraph (a) of this section; and

(i) Subtract not less than four cents nor more than five cents.

Proposal No. 6. Revise § 1131.84 to include a paragraph to read as follows:

Any unpaid obligation of a handler shall be increased one-half percent on the first day of the month next following the due date of such obligation and on the first day of each month thereafter until such obligation is paid.

Proposed by the Olson Dairy, Tucson, Arizona:

Proposal No. 7. Revise the order (§ 1131.53 and § 1131.73) so as to eliminate the plus price differential for the producer deliveries at Tucson, Arizona, over prices at Phoenix and Safford.

Proposed by the Milk Marketing Orders Division, Agricultural Marketing Service:

Proposal No. 8. Make such changes as may be necessary to make the entire marketing agreement and the order conform with any amendments thereto that may result from this hearing.

Copies of this notice of hearing and the order may be procured from the Market Administrator, Wilson M. Haverfield, 2617 North 24th Street, Phoenix, Arizona, 85008, or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington, D.C., 20250, or may be there inspected.

Signed at Washington, D.C., on January 20, 1964.

CLARENCE H. GIRARD,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 64-701; Filed, Jan. 23, 1964; 8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 120]

TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

p-Chlorophenoxyacetic Acid; Withdrawal of Petition and Termination of Proposed Rule Making Proceedings

There was published in the FEDERAL REGISTER of May 4, 1963 (28 F.R. 4516), a proposal that action be taken to establish a tolerance of 2 parts per million for residues of *p*-chlorophenoxyacetic acid in or on mung bean sprouts, when used as a plant regulator to inhibit embryonic root development.

Notice is given that the petition has been withdrawn and that action on the proposal is terminated, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408, 68 Stat. 511; 21 U.S.C. 346a) and delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (25 F.R. 8625).

Dated: January 20, 1964.

J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 64-681; Filed, Jan. 23, 1964; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 231, 292, 302]

[Docket No. 14979]

CLASSIFICATION AND EXEMPTION OF ALASKA AIR CARRIERS

Notice of Proposed Rule Making

JANUARY 20, 1964.

Notice is hereby given that the Civil Aeronautics Board proposes to revise Part 292 of the Board's Economic Regulations (14 CFR Part 292) as set forth in the attached proposed rule, to amend Part 231 of the Economic Regulations (14 CFR Part 231) by adding a footnote to § 231.5(b) cross-referencing it to Part 292, and to amend Part 302 of the Procedural Regulations (14 CFR Part 302) by amending § 302.1(a)(1) to clarify the applicability of Part 302 to Alaskan air carriers.

The revision of Part 292 and amendments to Parts 231 and 302 are proposed under authority of section 204(a) of the Federal Aviation Act of 1958, 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sections 401, 405, 416, 72 Stat. 754, 760, 771; 49 U.S.C. 1371, 1375 and 1386.

The principal features of the proposed revision of Part 292 and the proposed amendment to Parts 231 and 302 are explained in the explanatory statement below, and the proposed revision and amendments are set forth in the proposed rule below.

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428. All relevant matter in communications received on or before February 24, 1964, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available upon receipt by the Board for examination by interested persons in the Docket Section of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. Part 292 of the Economic Regulations has not been revised since 1949. Since then part 292 has been subject to nine amendments, some of which have made significant changes and deletions. Furthermore, changed conditions have made some of its surviving provisions inapplicable to present day needs. The Board, therefore, proposes to revise Part 292 so as to bring it up-to-date.

The revised version of Part 292, as proposed, is considerably condensed over its present form. Provisions relating to temporary exemption authorizations and carriers operating thereunder have been eliminated as obsolete. Since Alaskan air carriers are all certificated, and since they are now in all major respects governed by the same regulatory provisions applying to other direct air carriers, the proposed revision omits the long list of regulations specifically applicable to them, now found in § 292.4. With the centering of proceedings involving Alaskan air carriers in the Washington, D.C. offices of the Board, almost all present provisions dealing with the special functions of the representative of the Board in the Alaska Liaison Office are deleted. Since Part 215 of the Economic Regulations (Names of Air Carriers and Foreign Air Carriers) governs Alaskan air carriers by definition (§ 215.1), the revision deletes § 292.9 (Business name of air carrier) as superfluous. Other features of the proposed revision are described below.

The certificate of public convenience and necessity of every Alaskan carrier now contains a provision which permits it, with respect to each regular route over which it is authorized to carry mail, to include in schedules which it files under section 405(b) of the Act as an intermediate point any point not named in any regular route of any other carrier and which is "not more than 25 miles off the airline course" over the holder's regular route on which it is named. Experience has shown that the term "airline course" has been subject to misinterpretation. The revision would therefore expressly construe it to mean "direct airport-to-airport straightline course between any two consecutive points named in the carrier's regular route certificate." It would be required that schedules naming such off-route points be filed at least 30 days in advance of the dates when it is desired to inaugurate them, and that they be accompanied by economic data relating to the new service. These requirements would permit the Board sufficient time to study the supporting data submitted, and to judge the need for the proposed new service. In the absence of inhibiting action by the Board at least 5 days before the date proposed for the inauguration of such off-route schedule, it would be permitted to become operative according to its terms.

As in the certificate provision above described, § 292.8 uses the phrase, "airline course over the carrier's regular route" with reference to permissible charter and special service flights. In the proposed revision, this section would become § 292.2, and the phrase would be amended in the manner described above.

Section 292.5 currently provides that all documents required by the Act or by the Board to be filed with the Board by any Alaskan air carrier in connection with air transportation performed or sought to be performed by such air carrier shall be filed with the authorized representative of the Board in the Alaska office under procedures established by him, except that applications, motions, and petitions in formal proceedings filed through counsel having addresses outside of Alaska may be filed directly with the Board, with a signed copy to the Alaska Liaison Office. It is the Board's desire that, so far as possible, procedures should be uniformly applicable to all classifications of carriers, and since all Alaskan air carriers are represented by counsel having Washington, D.C. addresses it sees no further need for special filing procedures for proceedings in which they are involved, except a requirement that information copies of pertinent documents be mailed to the Alaska Liaison Office. The proposed revision would, therefore, amend the procedural requirements accordingly. The posting and preservation of records requirements now in § 292.5(d) would be retained in substance, but the provisions in §§ 292.5, 292.6 and 292.7 for participation in formal proceedings by the authorized representative of the Board in the Alaska Liaison Office and for the maintenance of special dockets for proceedings involving Alaskan air carriers would be deleted. In the proposed revision, these procedural requirements would appear in § 292.3.

The provisions in proposed § 292.4, governing the filing of off-route schedules by Alaskan air carriers, are procedurally related to those in § 231.5(b) of the Economic Regulations. It is therefore proposed to add an appropriate cross reference to § 231.5(b).

Under the proposed revision of Part 292, Alaskan air carriers would in all respects be governed by the provisions of Part 302, the procedural regulations, except for the additional filing and posting requirements of § 292.3. It is therefore proposed to revise the wording of § 302.1(a)(1) to make this clear. Since the classification of Alaskan air taxi operators no longer exists, references thereto are deleted.

Proposed rules. It is proposed to revise and amend the regulations of the Civil Aeronautics Board as follows:

1. By amending Part 231 of the Economic Regulations (14 CFR Part 231) by adding a footnote to § 231.5(b) to read: "For related provisions applicable to Alaskan air carriers, see § 292.4 of this subchapter."

2. By revising Part 292 of the Economic Regulations (14 CFR Part 292) to read as follows:

PART 292—CLASSIFICATION AND EXEMPTION OF ALASKAN AIR CARRIERS

§ 292.1 Classification.

There is hereby established, within the meaning of section 416(a) of the Federal Aviation Act of 1958, a classification of air carriers which engage in air transportation (a) solely between points within the State of Alaska or (b) solely between points within the State of Alaska and between points within the State of Alaska and points in Canada, said classification to be designated as Alaskan air carriers.

§ 292.2 Charter trips and special services.

An Alaskan air carrier which holds a certificate of public convenience and necessity issued by the Board may make charter trips and render other special services between points on routes which it is authorized by its certificate to serve. Charter trips and other special services may also be rendered to or from any other point within or without Alaska: *Provided, however,* That such trips originate at or are destined to a point in Alaska which is named in the carrier's certificate or which is located within 25 miles of the direct airport-to-airport straight-line course between any two consecutive points named in its regular route certificate and is actually being served by the carrier as an intermediate point pursuant to a schedule on file with the Board under section 405(b) of the Act; *And, provided further,* That all such trips to and from points outside of Alaska are casual, occasional, or infrequent, and are not made in such manner as to result in establishing a regular or scheduled service.

§ 292.3 Procedural requirements.

Notwithstanding the requirements of any other regulation, order or rule of the Board, the following special provisions shall apply in the case of Alaskan air carriers:

(a) *Filing of documents with Alaska Liaison Office.* A true copy of every application, motion, petition or complaint filed with the Board by or in behalf of any Alaskan air carrier or in connection with air transportation performed or sought to be performed by such air carrier shall be sent simultaneously by air mail to the Board's Alaska Liaison Office, Anchorage, Alaska. Such copy need not bear original signatures.

(b) *Posting and preservation of documents.* The Alaska Office copies of all documents subject to this part which are required by the Act, or by the regulations, orders, or rules of the Board thereunder to be posted in the offices of the Board in Washington, D.C., shall be posted in the office of the authorized representative of the Board in the Alaska Liaison Office; and the Alaska Office copies of documents which are required by section 1103 of the Act to be preserved as public records in the custody of the Secretary of the Board shall be preserved as public records in the custody of the authorized representative of the Board in the Alaska Liaison Office under such reasonable arrangements as he may make for public inspection thereof. Such posting and preservation as public records shall be in addition to those in the Board's offices in Washington, D.C.

§ 292.4 Off-route schedules; filing requirements and effect thereof; construction of terms.

(a) An Alaskan air carrier which desires to include in schedules which it files under section 405(b) of the Act any off-route point, pursuant to a provision in its certificate of public convenience and necessity authorizing it to serve as an intermediate point any point not more than 25 miles off the airline course over its regular route, shall file such schedule not later than 30 days prior to the desired effective date. The schedule shall be accompanied by a statement setting out all applicable economic data bearing on the need for the proposed service.

(b) A flight schedule filed pursuant to this section may be operated according to its terms unless, at least five days prior to the effective date thereof, the Board notifies the carrier that inauguration of such service shall be deferred. Nothing herein contained shall alter the provision in an Alaskan air carrier's certificate whereby the Board may require the holder without advance notice and without hearing to suspend indefinitely, or for some other period, further operation of any such service which may have been inaugurated.

(c) The term "airline course" as contained in the certificate provision referred to in paragraph (a) of this section shall be construed to mean "direct airport-to-airport straight-line course between any two consecutive points named in the carrier's regular route certificate."

3. By amending Part 302 of the Procedural Regulations (14 CFR Part 302) by revising § 302.1(a)(1) to read:

(1) Proceedings involving "Alaskan air carriers" are governed by the rules in this part, except as modified by Part 292 of this chapter.

[F.R. Doc. 64-697; Filed, Jan. 23, 1964; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-CE-101]

CONTROL AREA EXTENSION AND TRANSITION AREA

Proposed Revocation and Designation

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The Richmond, Ind., control area extension is presently designated as that airspace bounded on the north by V-50, on the east by V-275, and on the southwest by V-97.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Richmond terminal area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the revocation of the Richmond control area extension and the designation of the Richmond transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Richmond Municipal Airport (latitude 39°45′20″ N., longitude 84°50′30″ W.); within 2 miles each side of the Richmond VOR 045° True radial, extending from the 6-mile radius area to 8 miles northeast of the VOR; within 2 miles each side of the Richmond VOR 243° True radial, extending from the 6-mile radius area to 8 miles southwest of the VOR; and within 2 miles each side of the Richmond RBN 234° True bearing, extending from the 6-mile radius area to 8 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 39°10′00″ N., longitude 85°39′00″ W. to latitude 39°30′00″ N., longitude 85°39′00″ W. to latitude 39°30′00″ N., longitude 85°30′00″ W. to latitude 40°00′00″ N., longitude 85°30′00″ W. to latitude 40°00′00″ N., longitude 84°58′00″ W. to latitude 40°10′00″ N., longitude 85°05′45″ W. to latitude 40°10′00″ N., longitude 85°00′00″ W. to latitude 39°40′00″ N., longitude 84°25′00″ W. to latitude 39°12′00″ N., longitude 85°30′00″ W. to point of beginning.

The proposed revocation of the Richmond control area extension and the designation of the Richmond transition area would raise the floor of controlled airspace beyond a 6-mile radius, with extensions, of the Richmond Municipal Airport, from 700 to 1,200 feet above the surface. The portions of controlled airspace released by the proposed actions would become available for other aeronautical purposes. The portions of controlled airspace retained would provide protection for aircraft executing prescribed holding, arrival and departure procedures in the Richmond terminal area, and for extensive off-airway en route radar vectoring service provided by the Indianapolis, Ind., Air Route Traffic Control Center.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected. The floors of the airways which traverse the transition area proposed herein and the floor of the portions of the Cincinnati, Ohio, and the Atterbury, Ind., control area extensions which coincide with the proposed transition area would automatically assume a floor coincident with the floors of the transition area. Revocation of these control area extensions will be processed at a later date as a part of the CAR Amendments 60-21/60-29 implementation programs proposed for the respective areas.

Specific details of any changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 17, 1964.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–653; Filed, Jan. 23, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63–AL–10]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Tanana, Alaska, terminal area:

1. The Tanana control zone is designated within a 5-mile radius of Tanana Airport.

2. The Tanana transition area is designated as that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 10 miles southwest of the 314° and 134° True bearings from the Tanana radio range, extending from 7 miles northwest to 13 miles southeast of the radio range.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Tanana area, including studies attendant to the implementation of the provisions of CAR Amendments 60–21/60–29, has under consideration the following airspace actions:

1. Alter the Tanana control zone by redesignating it as that airspace within a 5-mile radius of Tanana Airport (latitude 65°10′25″ N., longitude 152°06′35″ W.); within 2 miles each side of Tanana radio range southwest course, extending from the 5-mile radius zone to 8 miles southwest of the radio range, and within 2 miles each side of the 233° True radial of a VOR to be established in the vicinity of Tanana, extending from the 5-mile radius zone to 8 miles southwest of the VOR.

2. Alter the Tanana transition area by redesignating it as that airspace extending upward from 700 feet above the surface within 5 miles northwest and 10 miles southeast of the Tanana VOR 233° True radial, extending from the VOR to 13 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 093° to the 280° True radials, and within an 8-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 280° to the 093° True radials.

The floors of the airways that traverse the transition area proposed herein would automatically coincide with the floors of the transition area.

The actions proposed herein would, in part, enlarge the Tanana control zone by the addition of 8-mile control zone extensions southwest of Tanana based on the radio range southwest course and the VOR 233° True radial. These extensions would provide protection for aircraft executing prescribed VOR and radio range instrument approach procedures.

The portion of the proposed transition area with a floor of 700 feet above the surface would provide additional protection for aircraft executing the portions of the prescribed instrument approach and departure procedures at Tanana Airport conducted beyond the limits of the control zone and below the floor of the proposed 1,200-foot floor portion of the transition area. The portion extending upward from 1,200 feet above the surface would provide protection for aircraft while holding at the Tanana VOR and radio range and for portions of the instrument approach and departure procedures conducted above 1,500 feet above the surface.

Certain minor revisions to prescribed instrument procedures would accompany the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or established landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace and Rules Branch, Air Traffic Division, Alaskan Region, Federal Aviation Agency.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Alaskan Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 632 Sixth Avenue, Anchorage, Alaska, 99501. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 16, 1964.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–654; Filed, Jan. 23, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63–WE–116]

FEDERAL AIRWAY

Proposed Revocation of Segment

Notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

VOR Federal airway No. 182 is designated in part from Douglas, Wyo., to Chadron, Nebr. The latest FAA peak day airway traffic survey shows no aircraft movements on this segment of V–182. Therefore, it appears that this airway segment is unjustified as an assignment of airspace. Accordingly, the FAA proposes its revocation.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 17, 1964.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64–655; Filed, Jan. 23, 1964; 8:46 a.m.]

[14 CFR Part 73 [New]]

[Airspace Docket No. 63-EA-76]

RESTRICTED AREA/MILITARY CLIMB CORRIDOR

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency is considering an amendment to § 73.55 of the Federal Aviation Regulations, the substance of which is stated below.

The Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor R-5501 is presently described as follows:

Boundaries. The area centered on the 218° radial of the Appleton, Ohio, VORTAC extending from 5 miles SW of the Lockbourne AFB (Lat. 39°48′51″ N., Long. 82°55′56″ W) to 32 miles SW of the airbase, having a width of 5.1 miles at the beginning and expanding uniformly to a width of 8.6 miles at the outer extremity.

Designated altitudes.

2,750 feet MSL to 15,750 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase. 2,750 feet MSL to flight level 248 from 6 to 7 miles SW of the airbase. 2,750 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase. 6,750 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase. 10,750 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase. 15,750 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase. 19,750 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Columbus Approach Control.

Using agency. Commander, Lockbourne AFB, Ohio.

The Air Force has proposed to alter R-5501 in accordance with revised airspace criteria. They have also agreed to a reduction in the climb corridor ceiling from flight level 270 to flight level 240.

This proposed area would not affect existing airway structures in the vicinity of Columbus, Ohio, and is smaller in geographical size than the existing corridor.

If this action is taken, the Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor R-5501 would be redescribed as follows:

Boundaries. The area centered on a line beginning at Latitude 39°46′47″ N, Longitude 82°58′30″ W (2 nmi from the end of Runway 23R), and extending via a true bearing of 233° to a point 30 nmi southwest, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes.

Surface to 20,000 feet MSL from the point of beginning to 1 nmi southwest. Surface to FL 240 from 1 nmi to 3 nmi southwest of the point of beginning. 2,000 feet MSL to FL 240 from 3 nmi to 6 nmi southwest of the point of beginning. 5,000 feet MSL to FL 240 from 6 nmi to 11 nmi southwest of the point of beginning. 10,000 MSL to FL 240 from 11 nmi to 15 nmi southwest of the point of beginning. 14,000 feet MSL to FL 240 from 15 nmi to 19 nmi southwest of the point of beginning. 16,000 feet MSL to FL 240 from 19 nmi to 25 nmi southwest of the point of beginning. 20,000 feet MSL to FL 240 from 25 nmi to 30 nmi southwest of the point of beginning.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Columbus Approach Control.

Using agency. Commander, Lockbourne AFB, Ohio.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Ave. SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on January 17, 1964.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 64-656; Filed, Jan. 23, 1964; 8:46 a.m.]

[14 CFR Part 514]

[Reg. Docket No. 3065; Notice No. 64-5]

AIRBORNE DISTANCE MEASURING EQUIPMENT OPERATING WITHIN THE RADIO-FREQUENCY RANGE OF 960-1215 MEGACYCLES

Proposed Technical Standard Order

The Federal Aviation Agency has under consideration a proposal to revise § 514.71 by amending the Technical Standard Order which contains minimum performance requirements for airborne distance measuring equipment. The TSO which is presently in effect, is applicable only to equipment which is to be used on civil aircraft of the United States engaged in air carrier operations. The proposed revision would amend TSO-C66 to include equipment which is to be used on all civil aircraft. The proposed amendment incorporates new environmental test procedures applicable to distance measuring equipment and other changes necessary to ensure compatibility with the National Airspace Utilization System. New categories have been developed for the various environmental parameters so that all equipment does not have to be designed to operate to the same environmental requirements.

The Agency's system plan and design for the National Airspace Utilization System is dependent on airborne systems which meet a minimum level of performance. At a public symposium in February 1962, and in pertinent recent notices of rule making, the Agency has repeatedly emphasized that the RHO THETA System of air navigation (commonly known as VORTAC) requires that VOR and DME be used in conjunction with each other and that a necessity exists for aircraft operators to equip their aircraft with devices of this type which are compatible with the ground system to assure a match between the ground and airborne elements of the system. At the public symposium the FAA advised the industry that standards were being developed for DME applicable to all civil airplanes operating in the IFR system. The Agency's recent rule making action to amend Parts 40, 41, 42, and 43 (Amendment Nos. 40-38, 41-2, 42-44, and 43-16) contains the Agency's views and objectives leading to adoption of the Civil Air Regulations requiring the use of approved DME under prescribed conditions of operations. These regulatory actions stress a two stage implementation. The first stage involves all air carrier operations along with certain general aviation operations at or above the 24,000 foot altitude flight level. The second stage envisages a progressive lowering of this altitude and inclusion of certain high density terminals as safety needs indicate and as FAA ground facility installations of DME progress in its geographical coverage.

The proposed amendment would facilitate the first stage implementation of the requirement for approved DME by making the present TSO performance standard applicable to DME equipment to be used not only on all aircraft engaged in air carrier operations but all civil aircraft. By eliminating the reference "to air carrier aircraft" only in the previous TSO's applicability provision, the new standard would form the basis for approval, after the effective date, of new models of distance measuring equipment prescribed for the various non-air carrier operations embraced by § 91.33(e). Other non-air carrier operators would not be affected by this change.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before April 15, 1964 will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules

Docket for examination by interested persons.

This amendment is proposed under the authority of Sections 313(a) and 601 of the Federal Aviation Act of 1958 (72 Stat. 752, 775; 49 U.S.C. 1354(a), 1421).

In consideration of the foregoing it is proposed to amend Part 514 by revising § 514.71 to read as follows:

§ 514.71 Airborne distance measuring equipment operating within the radio-frequency range of 960–1215 megacycles—TSO–C66a.

(a) *Applicability.* (1) Minimum performance standards are hereby established for airborne distance measuring equipment operating within the radio-frequency range of 960–1215 megacycles which are to be used on United States civil aircraft engaged in air carrier operations and all other civil aircraft. New models of airborne distance measuring equipment manufactured for use on such aircraft on or after the effective date of this section shall meet the requirements specified in Federal Aviation Agency Standard "Minimum Performance Standards for Airborne Distance Measuring Equipment Operating within the Radio-Frequency Range of 960–1215 Megacycles", dated August 15, 1963,[1] and Federal Aviation Agency Document "Invironmental Test Procedures for Airborne Electronic Equipment", dated August 31, 1962.[1]

(b) *Marking.* (1) In addition to the markings specified in § 514.3(d), the equipment shall be marked to indicate the environmental extremes over which it has been designed to operate. There are six environmental test procedures outlined in the FAA Document "Environmental Test Procedures for Airborne Electronic Equipment", which have categories established. These shall be identified on the nameplate by the words "Environmental Categories" or, as abbreviated, "Env. Cat." followed by six letters which identify the categories designated in the FAA document. Reading from left to right, the category designations shall appear on the nameplate in the following order so that they may be readily identified:

(i) Temperature-Altitude Test Category;

(ii) Vibration Test Category;

(iii) Audio-Frequency Magnetic Field Susceptibility Test Category;

(iv) Radio-Frequency Susceptibility Test Category;

(v) Emission of Spurious Radio-Frequency Energy Test Category; and

(vi) Explosion Test Category.

(2) Equipment which is intended for installation in aircraft which operate at altitudes above 18,000 feet shall be identified on the nameplate as Class I equipment. Equipment which is intended for installation in aircraft which operate at altitudes not exceeding 18,000 feet shall be identified on the nameplate as Class II equipment.

(3) In some cases, such as under the Temperature-Altitude Test Category, a manufacturer may wish to substantiate his equipment under two categories. In this case, the nameplate shall be marked with both categories in the space designated for that category by placing one letter above the other in the following manner: Env. Cat. $\genfrac{}{}{0pt}{}{A}{D}$BAAAX Class I.

(4) Each separate component of equipment (antenna, indicator, etc.) shall be identified with at least the manufacturer's name, TSO number and the environmental categories over which the equipment component is designed to operate.

(c) *Data requirements.* In accordance with the provisions of § 514.2, the manufacturer shall furnish to the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located, the following technical data:

(1) Manufacturer's operating instructions and equipment limitations.

(2) Installation procedures with applicable schematic drawings, wiring diagrams, and specifications. Indicate any limitations, restrictions, or other conditions pertinent to installation.

(3) One copy of the manufacturer's test report.

Issued in Washington, D.C., on January 17, 1964.

G. S. MOORE,
Director,
Flight Standards Service.

[F.R. Doc. 64–652; Filed, Jan. 23, 1964; 8:45 a.m.]

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[1] Copies may be obtained upon request addressed to Library Services Division, HQ–620, Federal Aviation Agency, Washington, D.C., 20553.

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 270]

[Release 40–3896]

EXEMPTIONS

Proposed Purchases by Investment Companies of Interests in Brokers, Dealers, Underwriters or Investment Advisers

Notice is hereby given that the Securities and Exchange Commission has under consideration the adoption of § 270.12d–1 (Rule 12d–1 under the Investment Company Act of 1940 ("Act")). The proposed rule would be adopted pursuant to the authority granted to the Commission in sections 6(c) and 38(a) of the Act. It would provide an exemption from the provisions of section 12(d)(3) of the Act to permit, under certain prescribed conditions, registered investment companies and companies controlled by registered investment companies to purchase or acquire for investment purposes, securities issued by, or other interests in the business of, any person which is engaged in the business of a broker, a dealer, an underwriter, an investment adviser of a registered investment company or an investment adviser registered under the Investment Advisers Act of 1940.

It has come to the attention of the Commission that several companies whose outstanding securities for some time have been and presently are held as investments by a number of registered investment companies, recently have acquired or presently propose to organize or acquire interests in companies engaged or to be engaged in underwriting securities or in furnishing investment advice or in conducting the business of a securities broker-dealer. Under these circumstances the provisions of section 12(d)(3) operate to reduce the range of securities that investment companies may select for and hold in their portfolios. The companies acquiring these interests have suggested that notwithstanding the provisions of section 12(d)(3) of the Act, a rule should be promulgated by the Commission permitting investment companies to retain or to acquire the securities of which they are the issuers because they are primarily and predominently engaged in other businesses. They state in this regard that a relatively insignificant portion of their gross revenues is or will be derived from the businesses referred to in section 12(d)(3).

The exemption from the provisions of section 12(d)(3) of the Act which would be created by the proposed rule would be available only if all of the conditions specified therein are satisfied. It appears to the Commission that where the conditions set forth in the proposed rule are satisfied it may be appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act to permit registered investment companies to acquire and hold such investment interests.

The text of the proposed rule follows:

§ 270.12d–1 Conditional exemption from the prohibitions of section 12(d)(3) of certain purchases or acquisitions of securities.

(a) The purchase or other acquisition solely for investment purposes by a registered investment company, or any company or companies controlled by such registered investment company, of any security issued by or any interest (hereinafter such a security or interest is designated "such interest") in the business of any person which directly or indirectly is engaged in the business of a broker, a dealer, an underwriter, an investment adviser of an investment company, or an investment adviser registered under the Investment Advisers Act of 1940 (hereinafter, these businesses are referred to as "such businesses", and the person in or through which such interest is acquired is referred to as "such person") shall be exempt from the provisions of section 12(d)(3) of the Act, *Provided:*

(1) That for each of its most recent three fiscal years prior to such purchase or acquisition or for the period of time since its organization, whichever is the lesser, the total gross revenues of such person derived from such businesses were not in excess of 15 percent of the total gross revenues of such person derived from all sources; and

(2) Immediately after the purchase or other acquisition of any such interest in any such person, the registered invest-

ment company and affiliated persons thereof and all other registered investment companies having the same (or an affiliated) investment adviser as the registered investment company, as a group, in the aggregate, shall not own more than 3 percent of the outstanding voting stock of, or proprietary interest in, such person; and

(3) The registered investment company or the controlled company thereof, at the end of each of its semiannual accounting periods, shall ascertain whether the purchase or other acquisition of such interest at each such date would or would not be permissible under the terms of subparagraphs (1) and (2) of this paragraph, and if it would not be so permissible, shall dispose of or reduce such interest within 90 days thereafter so that the continued ownership of such securities, if any, will be in compliance with the provisions of subparagraphs (1) and (2) of this paragraph.

(b) For the purposes of subparagraph (1) of paragraph (a) of this section: (1) The phrase "gross revenues" shall include consolidated gross revenues where and to the extent that such person has subsidiaries whose operations are normally included in consolidated income statements of such person; and (2) where and to the extent that such person owns, directly or indirectly, securities issued by, or any other interest in the business of, any other person engaged in whole or in part in such businesses and the operations of the other person are not included in consolidated income statements of such person, such person's ratable share of the gross revenues of the other person shall be considered gross revenues of such person.

All interested persons are invited to submit their views and comments on the above proposal in writing to the Securities and Exchange Commission, Washington, D.C., 20549, on or before February 17, 1964. All such communications will be available for public inspection.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

JANUARY 15, 1964.

[F.R. Doc. 64-671; Filed, Jan. 23, 1964; 8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[AA 643.3–m]

VITAL WHEAT GLUTEN FROM CANADA

Notice That There Is Reason To Believe or Suspect Purchase Price Is Less or Likely To Be Less Than Foreign Market Value; Correction

JANUARY 20, 1964.

Federal Register notice dated August 2, 1963, is hereby corrected as follows: The words "Ogilvie Flour Mills Co., Limited" should be amended wherever they appear to read "Ogilvie Flour Mills Co., Limited, or its subsidiary, Industrial Grain Products Limited."

[SEAL] LESTER JOHNSON,
Acting Commissioner of Customs.

[F.R. Doc. 64–695; Filed, Jan. 23, 1964; 8:49 a.m.]

Office of the Secretary

[AA 643.3–W]

TITANIUM DIOXIDE FROM JAPAN

Determination of Sales at Less Than Fair Value

JANUARY 16, 1964.

A complaint was received that titanium dioxide from Japan was being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that titanium dioxide from Japan is being, or is likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. It was determined from the evidence that the appropriate comparison for fair value purposes was between purchase price and adjusted home market price.

Purchase price was calculated on the basis of the c.i.f. selling price to the United States per short ton or per metric ton, as applicable. The following included costs, charges, and expenses were deducted, as applicable, from such price: inland freight and insurance, f.o.b. charges, and ocean freight and insurance.

The adjusted home market price was calculated on the basis of the f.o.b. delivered price per metric ton in the home market, from which were deducted a quantity discount, in land freight and insurance, and an amount for the difference in credit terms applicable to home market sales and to sales for exportation to the United States. Adjustment was also made for the slightly higher packing costs applicable to sales for exportation to the United States, and for the fact that the price for exportation to the United States in some instances included a commission.

Purchase price was found to be lower than home market price and no price revision has been made.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 64–696; Filed, Jan. 23, 1964; 8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Geological Survey

[Colorado No. 115]

COLORADO

Coal Land Classification Order

Pursuant to authority under the Act of March 3, 1879 (20 Stat. 394, 43 U.S.C. 31), and as delegated to me by Departmental Order 2563 of May 2, 1950, under authority of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), the following described lands, insofar as title thereto remains in the United States, are hereby classified as follows:

SIXTH PRINCIPAL MERIDIAN, COLORADO

Coal Lands

T. 9 S., R. 89 W.
  Sec. 20, SW¼SW¼, E½SW¼, SE¼;
  Sec. 21, lots 3 and 4, S½;
  Sec. 22, S½;
  Sec. 26, SW¼, NW¼SE¼;
  Secs. 27, 28, and 29;
  Sec. 30, lots 5, 6, 11 to 14, inclusive, and 17 to 20, inclusive;
  Sec. 31;
  Sec. 32, lots 1 to 5, inclusive, and lot 10, N½N½, W½SW¼;
  Sec. 33, N½, NE¼SW¼, N½SE¼;
  Sec. 34, N½, N½SW¼, SE¼SW¼, SE¼;
  Sec. 35, SW¼NE¼, W½.
T. 10 S., R. 89 W.
  Sec. 2, lots 3 and 4, S½NW¼, N½SW¼;
  Sec. 3, lots 1 and 2, SE¼NE¼, NE¼SE¼;
  Sec. 5, lots 4 and 7, SW¼NW¼, W½SW¼;
  Secs. 6 and 7;
  Sec. 8, lots 2, 3, 5, and 6, W½, W½SE¼;
  Sec. 16, SW¼NW¼;
  Secs. 17 to 20, inclusive;
  Sec. 21, lots 3 to 10, inclusive, S½NW¼, E½SW¼, S½SE¼;
  Sec. 22, lots 9 and 10, S½SW¼, NE¼SE¼, S½SE¼;
  Secs. 27 to 34, inclusive;
  Sec. 35, W½SE¼.
T. 10 S., R. 90 W.
  Secs. 1, 2, 3, 10, 11, 12, 15, 22, 27, and 34, unsurveyed;
  Secs. 13, 14, 23, 24, 25, 26, 35, and 36.

SIXTH PRINCIPAL MERIDIAN, COLORADO

Noncoal Lands

T. 9 S., R. 89 W.
  Secs. 7 and 8;
  Sec. 9, W½E½, W½;
  Sec. 16, W½NE¼, W½;
  Secs. 17, 18, and 19;
  Sec. 20, N½, NW¼SW¼;
  Sec. 21, lots 1 and 2;
  Sec. 26, SW¼SE¼;
  Sec. 30, lots 7 to 10, inclusive, and lots 15 and 16;
  Sec. 32, lots 6 to 9, inclusive;
  Sec. 33, NW¼SW¼, S½S½;
  Sec. 34, SW¼SW¼;
  Sec. 35, NW¼NE¼, W½SE¼.
T. 10 S., R. 89 W.
  Sec. 2, lots 1 and 2, S½NE¼, S½SW¼, SE¼;
  Sec. 3, lots 3 and 4, SW¼NE¼, S½NW¼, SW¼, W½SE¼, SE¼SE¼;
  Sec. 4;
  Sec. 5, lots 5, 6, 8, 9, and 10, SW¼NE¼, SE¼NW¼, E½SW¼, W½SE¼;
  Sec. 8, lots 1 and 4;
  Secs. 9, 10, 11, 14, and 15;
  Sec. 16, lots 1 to 8, inclusive, NE¼, N½NW¼, SE¼NW¼;
  Sec. 21, lots 1 and 2;
  Sec. 22, lots 1 to 8, inclusive, and 11;
  Sec. 23.

Reclassified noncoal lands from coal lands. Prior classification of the following lands as coal lands is hereby revoked and the lands are reclassified as noncoal lands:

SIXTH PRINCIPAL MERIDIAN, COLORADO

T. 9 S., R. 89 W.
  Sec. 3, SW¼NW¼;
  Sec. 4, lots 1 and 2, S½NE¼, N½SE¼, SE¼SE¼;
  Sec. 9, E½E½.

The area classified totals 40,793 acres, more or less, of which approximately 28,536 acres are classified as coal lands, approximately 11,789 acres are classified as noncoal lands, and approximately 468 acres are reclassified as noncoal lands that were formerly classified as coal lands.

Dated: January 16, 1964.

THOMAS B. NOLAN,
Director.

[F.R. Doc. 64–660; Filed, Jan. 23, 1964; 8:46 a.m.]

Bureau of Land Management

[Fairbanks 030632]

ALASKA

Notice of Hearing on Proposed Withdrawal of Public Lands

JANUARY 21, 1964.

Notice is hereby given that public hearings will be held in the Sydney Laurence Auditorium in Anchorage on February 13; in the Eagles Hall at Fairbanks on February 14; and in the Fort Yukon Public School at Fort Yukon on February 15. Each meeting will be called to order at 10:00 a.m. The hearings will be based upon a recommendation of the Geological Survey for the classification as a water power site of about 8,900,000 acres in contemplation of the proposed Rampart Power Project along the Yukon River, Alaska, extending upstream about 300 miles from Rampart.

An additional hearing, at a date and place to be announced, will be held in Washington, D.C., for the convenience of interested persons and organizations who wish to state their views but who would not find it feasible to attend hearings in Alaska.

Lands classified as potentially valuable for water power purposes are open to location under the mining laws as provided by the Act of August 11, 1955 (69 Stat. 681; 30 U.S.C. 621). They also are open to development under the mineral leasing laws. They may be entered under the public land laws with suitable provisions for the protection of power values, following a favorable determination by the Federal Power Commission as provided by section 24 of the Federal Power Act (16 U.S.C. 818).

Classification of the lands would not affect existing valid rights, including those of natives of Alaska.

The hearings will be open to all interested persons who desire to be heard on the subject. The record will remain open for thirty days from the date of the final hearing for the receipt of written statements. Testimony and written statements will be restricted to the question whether the power site classification should be made, and not whether the project should be constructed. Feasibility of the project is not a subject for determination at this time.

Those who wish to be heard in person at any of the hearings and those who desire to submit written statements should file notice thereof not later than February 10, with the State Director, Bureau of Land Management, 555 Cordova Street, Anchorage, Alaska.

James F. Doyle,
Assistant Director,
Lands and Minerals.

[F.R. Doc. 64-726; Filed, Jan. 23, 1964; 8:51 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

MILAN LIVESTOCK MARKET ET AL.

Notice of Approval and of Withdrawal of Approval of Certain Stockyards and Livestock Markets

On August 9, 1963, August 27, 1963, October 8, 1963, and December 3, 1963, notices were published in the Federal Register (28 F.R. 8220, 9401, 10801, and 12834), which contained lists of all stockyards and livestock markets approved under § 76.16 of the regulations in Part 76, as amended, Title 9, Code of Federal Regulations, containing restrictions on the movement of swine because of hog cholera, under the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126; 75 Stat. 481; 76 Stat. 129).

I. Pursuant to such authority, notice is hereby given that the following additional stockyards and livestock markets are approved under said regulations as indicated below:

Stockyards and Livestock Markets Approved To Handle All Classes of Swine

GEORGIA

Milan Livestock Market, Milan.
Tifton Stockyard, Tifton.

ILLINOIS

Robison Feeder Pigs, Manteno.

IOWA

Galva Pig Market, Galva.

KANSAS

Clay Center Sales Company, Inc., Clay Center.
Minneapolis Sales Pavillion, Minneapolis.
Plainville Livestock Commission Company, Inc., Plainville.

MARYLAND

Friend's Stock Yard, Inc., Accident.

MISSOURI

Clark County Sale Company, Kahoka.
Producers Livestock Market, Marshall Junction.

WEST VIRGINIA

New River Livestock Market, Cranberry.

Stockyards and Livestock Markets Approved to Handle Slaughter Swine Only

ALABAMA

Aliceville Sale Barn, Aliceville.

DELAWARE

Carroll, C. J., Auction Company, Dover.

IOWA

Radio Hog Yards, Shenandoah.

MISSISSIPPI

Batesville Sales Company, Inc., Batesville.

NEW YORK

Luther Livestock Commission Market, Wassaic.

Stockyards and Livestock Markets Approved To Handle Feeding and Breeding Swine Only

INDIANA

Parke County Feeder Pig Sale, Rockville.
David Stewart Feeder Pig Company, Wolcott.

II. Notice is hereby given also that the following stockyards and livestock markets have been deleted from the list of approved stockyards and livestock markets:

DELAWARE

G. J. Carroll Auction Company, Dover.

NORTH CAROLINA

Godley's Livestock Market, Bath.
Farmers Livestock Exchange, Marchville.

Effective date. The foregoing notice shall become effective upon publication in the Federal Register.

Certain additional stockyards and livestock markets have been added to the list of those heretofore approved under the regulations in 9 CFR Part 76. It has been determined that the inspection and handling of swine at such stockyards and livestock markets are adequate to effectuate the purposes of the regulations. Certain stockyards and livestock markets have been removed from the list of those heretofore approved under said regulations, because it has been determined that such stockyards and livestock markets no longer qualify for approval under the regulations. This action, therefore, imposes certain restrictions necessary to prevent the spread of hog cholera and relieves certain restrictions presently imposed. It should become effective promptly in order to accomplish its purpose in the public interest and to be of maximum benefit to persons subject to the restrictions which are relieved thereby. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to this action are impracticable and contrary to the public interest, and good cause is found for making this notice effective less than 30 days after publication in the Federal Register.

Done at Washington, D.C., this 21st day of January 1964.

E. E. Saulmon,
Acting Director, Animal Disease Eradication Division, Agricultural Research Service.

[F.R. Doc. 64-702; Filed, Jan. 23, 1964; 8:50 a.m.]

Office of the Secretary

TEXAS

Designation of Area for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Texas, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Texas

Comanche.
Hunt.
Nacogdoches.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1964, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 21st day of January 1964.

Orville L. Freeman,
Secretary.

[F.R. Doc. 64-675; Filed, Jan. 23, 1964; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

DOW CHEMICAL CO.

Notice of Withdrawal of Petition for Food Additive Zoalene

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec.

409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52 *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), The Dow Chemical Company, P.O. Box 512, Midland, Michigan, 48641, has withdrawn its petition (FAP 1055), published in the FEDERAL REGISTER of September 24, 1963 (28 F.R. 10362), proposing the amendment of § 121.1013 *Zoalene* to establish a tolerance of 4 parts per million (0.0004 percent) in eggs, and the amendment of § 121.207 *Zoalene* to permit zoalene-medicated feed to be fed to laying hens.

The withdrawal of this petition is without prejudice to a future filing.

Dated: January 20, 1964.

J. K. KIRK,
Assistant Commissioner of Food and Drugs.

[F.R. Doc. 64-682; Filed, Jan. 23, 1964; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14717; Order E-20376]

MODEL ASSEMBLY AND DISTRIBUTION RULES

Order Regarding Proposed Modifications

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of January 1964.

Three air carriers[1] have petitioned the Board to amend the "model rules" for assembly and distribution services which are set forth in the Appendix to Order E-4606.[2] The "model rules" were originally promulgated to provide guidelines for the carriers to follow in submitting to the Board lawful tariff provisions to govern their assembly and distribution services. In order to avoid the problem of discrimination these "model rules" provide, inter alia, that all parts of a shipment receiving assembly services must be delivered to the consignee at one time, and that all parts of a shipment receiving distribution services must be received by the carrier at one time.

On August 26, 1963, the Board issued a show cause order[3] proposing to amend the "model rules" and requesting that data, views and comments be submitted upon the changes proposed. Briefly, the amendments proposed by the Board would permit the release of parts of an assembly shipment throughout a calendar day, and permit consignors to deliver parts of a distribution shipment to air carriers throughout a calendar day. Regardless of the number of parts involved in such transactions, however, the entirety would be considered as a single shipment and thus obtain the benefit of lower rated large volume weight breaks. In addition, the Board proposed to deny requests (1) that minimum charges be set for assembly and distribution services, and (2) that such services be restricted to cargo moving at general commodity rates. Responses have been received from numerous persons.[4]

Direct carriers which supported the proposed modifications have alleged matters and made arguments differing little from those which were advanced by the three original petitioners. These arguments are directed principally to the effect of the proposed modifications upon the operations of direct air carriers, shippers, and consignees. As was also asserted in the initiating petitions, these respondents contend that the adoption of the proposed changes would result in a leveling of peak period congestion, with attendant improvements in manpower, equipment and air-lift utilization. It is alleged that the rules currently in effect cause delays and less expeditious service than shippers demand. Although the arguments in support of this allegation, generally, were similar, the respondents favoring the proposal have not provided any basis upon which we can conclude that the discrimination inherent in the proposed amendments is justified under present operation, or that it is not unlawful as the Board has heretofore found in the Investigation of Accumulation, Assembly and Distribution Rules, 12 C.A.B. 337 (1950). To the contrary, one carrier favoring the proposed amendments states that it would be necessary to superimpose a requirement of minimum rates on the use of the proposed modified rules in order to prevent unjust discrimination between large and small shippers. Moreover, we have not been shown that an extraordinarily important and serious business interest is at stake, nor have other strong reasons been advanced which would tend to justify the inherent discrimination involved in the proposal.

Several of the respondents opposing the adoption of the amended "model rules" contend that there is no justification present for the discrimination inherent in the proposal. They argue that, under the proposed amendments, individual packages which make up the parts of an assembly or distribution shipment could receive transportation services which do not differ from the services rendered a conventional shipment of an individual package. The rates for the service, however, would be based upon the total volume of cargo tendered throughout a period of time. It is also asserted that the proposed amendments would result in the diversion to assembly and distribution services of cargo which now is tendered as single packages and transported at single package rates. Such tenders come from shippers who because of their own operations or those of their consignees' need a continuous and rapid flow of freight. This freight could all be expected to be diverted from conventional service to assembly or distribution, and since lower rates then would be available, the earnings of the carriers would be diluted.

The Board does not have statistical data to show how much cargo is currently receiving assembly or distribution services. Neither is there any information before the Board which would show how much cargo can be anticipated would move if the "model rules" were to be amended as proposed. In the opinion in the Investigation of Accumulation, Assembly, and Distribution Rules, supra, at page 340, assembly and distribution traffic was found to account for only 3.22 percent of the total ton-miles of air freight then being shipped. We would expect that this traffic would account for a larger percentage of the total air freight moving today. While the volume of this traffic, thus, may be significant, the responses to the show cause order have not indicated its extent nor demonstrated that the adoption of the amended "model rules" would be of significant help in alleviating the congestion of facilities at certain peak hours.

Under these circumstances we find that the changes which have occurred in the air freight industry since our decision in the Accumulation, Assembly, and Distribution Rules case afford no justification for the discrimination between large and small shippers which would result under the proposed modification of the "model rules". In the absence of such justification there is no reason before us for reversing our decision in that case and permitting carriers now to engage in a type of discrimination which the Board has found to be unlawful. For these reasons, therefore, we have concluded that the modifications of the "model rules" proposed in Order E-19953 should not be adopted.

One problem raised by the respondents involves the need of consignees from time to time to obtain portions of assembly shipments before the last unit (that is, any package, piece or bundle) thereof may have arrived at destination. An analogous problem was raised in the Deferred Airfreight Renewal Case, 27 CAB 627 (1958). There it was stated that it would be highly desirable for consignors and consignees to control the movement of their shipments as much as possible, provided no additional burden were thereby placed on the carrier. To permit such control, and at the same time to prevent a diversion of cargo from deferred airfreight service by the exercise of this control, consignors and consignees were permitted to withdraw a shipment from deferred airfreight service prior to the shipment's scheduled release time, "upon payment of the difference between the deferred airfreight rate and the regular airfreight rate, plus a premium charge * * *" (637). We have concluded that a similar provision permitting the pre-release of one or more units of an assembly shipment would alleviate the problems of consignees who need a portion of such shipments before all units are available for delivery. We will, therefore, amend the model assembly rules to permit a consignee to withdraw one or more units from an assembly shipment at any time, provided (1) that a fee is assessed which reflects the extra documentation and handling costs incurred in effecting such a release; (2) that freight charges are paid on such unit or units at the rate which otherwise would have been applicable to the transportation provided; and (3) that the remaining portion of the assembly shipment is then rated without the inclusion of the unit or units released.

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[1] American Airlines, Inc., United Air Lines, Inc., and Trans World Airlines, Inc.

[2] Investigation of Accumulation, Assembly, and Distribution Rules, 12 C.A.B. 337, 345, 346 (1950).

[3] Order E-19953, adopted Aug. 26, 1963. Submissions were due by Oct. 10, 1963, Order E-20033, adopted Sept. 24, 1963.

[4] United Air Lines, Inc., Delta Air Lines, Inc., The Flying Tiger Line, Inc., The Slick Corporation, Eastern Air Lines, Inc., Northwest Airlines, Inc., Airborne Freight Corporation, Wings and Wheels Express, Inc., Western Transportation Co., Inc., d.b.a. W.T.C. Air Freight, Thiokol Chemical Corp., Western Electric Co., Inc., National Industrial Traffic League, and the Air Freight Forwarders Association, commenting for ABC Airfreight Co., Inc., Acme Air Cargo, Inc., Add Airfreight Corporation, Air Express International Corp., Air-Land Freight Consolidators, Inc., American Express Co., Barnett Aircargo, Inc., Peter A. Bernacki, Inc., Emery Air Freight Corporation, General Air Freight, Inc., H. G. Ollendorff, Inc., routed thru Pak, Inc., J. D. Smith Inter Ocean, Inc., and Hensel, Brockmann & Lorbacher, Inc.

Therefore, in consideration of the foregoing and of all other matters before us in this proceeding, we find that the proposal in Order E-19953 to amend the "model rules" for assembly and distribution service should not be adopted or made final. Specificially, we find that sufficient cause has been shown for the Board to deny the proposal to modify the "model rules" which would have (1) permitted assembly shipments to be released throughout a calendar day and (2) permitted distribution shipments to be delivered to a carrier throughout a calendar day. We find further that the "model rules" for assembly service should be amended to permit the release of one or more units of an assembly shipment upon the conditions heretofore noted. Since this amendment of the "model rules" which are published in the Appendix to Order E-4606 (12 C.A.B. 337, 345 (1950)), constitutes a modification of current Board policy and relief from an existing restriction, this order will become effective upon the date of its issuance.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly section 204(a) thereof:

It is ordered,

1. That the amendments of the "model" assembly and distribution rules proposed in Order E-19953 shall not be adopted or made final;

2. That the "model" assembly rules, as stated in the Appendix to Order E-4606 (12 C.A.B. 337, 345 (1950)), and as modified in Order E-17370, are amended in accordance with the appendix hereof;[5]

3. That the proceeding in Docket 14717 is dismissed; and

4. That all domestic trunkline, local service, supplemental and scheduled all-cargo air carriers, and all domestic air freight forwarders, shall be served with a copy of this order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-698; Filed, Jan. 23, 1964; 8:49 a.m.]

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[5] Filed as part of the original document.

[Docket No. 14938]

TRANS-TEXAS AIRWAYS, INC.

"Use It or Lose It" Investigation; Notice of Postponement of Prehearing Conference

Pursuant to the request of counsel for Trans-Texas Airways, Inc., dated January 20, 1964, the prehearing conference in this proceeding, now assigned for January 28, 1964, is postponed until February 6, 1964, at 10:00 a.m., e.s.t., in Room 725, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., January 21, 1964.

[SEAL] THOMAS L. WRENN,
Associate Chief Examiner.

[F.R. Doc. 64-699; Filed, Jan. 23, 1964; 8:50 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-204]

CONSOLIDATED EDISON CO.

Notice of Withdrawal of Application for Utilization Facility License

Please take notice that by a "Petition to Withdraw Application," filed January 6, 1964, the Consolidated Edison Company of New York, Inc., petitioned the Commission to withdraw without prejudice its application for license to construct and operate a nuclear power plant in Queens County, New York. In accordance with § 2.107 of the Commission's rules of practice, 10 CFR Part 2, the Commission has issued an Order granting the petition.

A copy of the "Petition to Withdraw Application" and of the Order granting the petition are available for public inspection in the AEC Public Document Room, 1717 H Street NW., Washington, D.C., and at the Public Health Library, New York City Department of Health, 125 Worth Street, New York City.

Notice of the receipt of the application was published in the FEDERAL REGISTER on January 3, 1963, 28 F.R. 81.

Dated at Bethesda, Md., this 17th day of January 1964.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of Licensing and Regulation.

[F.R. Doc. 64-645; Filed, Jan. 23, 1964; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15287]

JOSEPH LAMBERT

Order To Show Cause

In the matter of Joseph Lambert, San Fernando, California, order to show cause why there should not be revoked the license for Radio Station 11Q0571 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.89 (formerly § 1.76) of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated October 14, 1963, alleging violation of § 19.33 (now § 95.45) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated October 22, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of $100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of section 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an order of revocation should be issued;

It is ordered, This 20th day of January 1964, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by certified mail—return receipt requested to the said licensee at his last known address of 14707 Hagar Street, San Fernando, California.

Released: January 20, 1964.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-687; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket No. 15284]

FRANK THOMPSON

Order To Show Cause

In the matter of Frank Thompson, Los Angeles, California, order to show cause why there should not be revoked the license for Radio Station 11Q4801 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.89 (§ 1.76) of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated October 23, 1963, alleging violation of §§ 19.61(a) and (g) and 19.62 (now §§ 95.81(a) and (g) and 95.87) of the Commission's rules.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated November 1, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of $100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of § 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an order of revocation should be issued;

It is ordered, This 20th day of January 1964, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 1457 West 84th Place, Los Angeles, California.

Released: January 20, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-691; Filed, Jan. 23, 1964; 8:49 a.m.]

[Docket No. 15286]

WALLY'S TOWING SERVICE

Order To Show Cause

In the matter of Wally's Towing Service, Chicago, Illinois, order to show cause why there should not be revoked the license for Radio Station KCR-593 in the Automobile Emergency Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.89 (formerly § 1.76) of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: Official Notice of Violation dated October 4, 1963, alleging violation of §§ 16.157, 16.160(c), and 16.156(a), now §§ 93.157, 93.160(c), and 93.156(a), respectively.

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated October 25, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.89 of the Commission's rules; and

It further appearing, that the violations of § 1.89 of the Commission's rules and the related facts create apparent liability by the respondent to a monetary forfeiture of $100 under section 510 of the Communications Act of 1934, as amended, and § 1.80 of the Commission's rules; and also subject the license of the above-captioned station to revocation under the provisions of section 312 of the Communications Act of 1934, as amended; but further proceedings in this Docket should be limited to action looking toward a determination as to whether an order of revocation should be issued;

It is ordered, This 20th day of January 1964, pursuant to section 312(a)(4) and (c) of the Communications Act of 1934, as amended, and § 0.331(b)(8) of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 4311 South Knox Avenue, Chicago, Illinois.

Released: January 21, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-694; Filed, Jan. 23, 1964; 8:49 a.m.]

[Docket No. 15278-15281; FCC 64-37]

FLOYD BYLER ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Floyd Byler, Urbana, Ohio, requests: 101.7 mc, #269; 840 w; 158 feet, Docket No. 15278, File No. BPH-3348; Paul Dean Ford and J. T. Winchester, London, Ohio, requests: 101.7 mc, #269; 3 kw; 300 feet, Docket No. 15279, File No. BPH-3936; Charles H. Chamberlain, Urbana, Ohio, requests: 101.7 mc, #269; 3 kw; 234 feet, Docket No. 15280, File No. BPH-3993; the Brown Publishing Company, Urbana, Ohio, requests: 101.7 mc, #269; 3 kw; 300 feet, Docket No. 15281, File No. BPH-4138; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of January 1964;

The Commission having under consideration the above-captioned and described applications;

It appearing, that the above-captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that the areas for which the applicants propose to provide FM broadcast service vary in size and location and that, for the purpose of comparison in the hearing ordered below, the areas and populations within the proposed one mv/m contours will be considered; and

It further appearing, that the Commission has information indicating that the applicant, Floyd Byler, in violation of sections 301 and 319 of the Communications Act of 1934, as amended, may have constructed and operated an FM broadcast station without a valid construction permit or license issue by the Commission, and that, therefore, it will be determined in the hearing ordered below whether such unauthorized construction and operation of a broadcast station has taken place and, if so, whether Byler's action in this respect reflects adversely upon his qualifications to be a licensee of a broadcast station; and

It further appearing, that The Brown Publishing Company publishes the Urbana Citizen, a daily newspaper, which is the only locally published newspaper in Urbana; that The Brown Publishing Company's application requests authority to construct and operate the only broadcast station in Urbana; and that these facts may be considered under comparative issue in this proceeding; and

It further appearing, that it has not been determined whether the antenna proposed by Paul Dean Ford and J. T. Winchester would constitute a menace to air navigation; and

It further appearing, that, upon due consideration of the above-captioned applications, the Commission finds that, pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary; that each of the applicants is legally, financially, technically and otherwise qualified to construct, own and operate the FM broadcast facilities proposed;

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations within the proposed 1 mv/m contours, the areas and populations therein which would be served by the proposed stations and the availability of other FM services (at least 1 mv/m) to such proposed service areas.

2. To determine whether Floyd Byler has constructed and/or operated a broadcast station without authority from the Commission and, if so, whether such unauthorized construction and/or operation reflects adversely on Byler's qualifications to be a licensee of a broadcast station.

3. To determine whether there is a reasonable possibility that the tower height and location proposed by Paul Dean Ford and J. T. Winchester would constitute a menace to air navigation.

4. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would best provide a fair, efficient and equitable distribution of radio service.

5. To determine, in the event it is concluded that a choice between the applications should not be based solely on considerations relating to section 307(b), which of the operations proposed in the above-captioned applications would better serve the public interest, in the light of the evidence adduced pursuant to the foregoing issues and the record made with respect to the significant differences between the applicants to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate the proposed FM broadcast station.

(b) The proposal of each of the applicants with respect to the management and operation of the proposed stations.

(c) The programming services proposed in each of the applications.

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues which of the applications should be granted.

It is further ordered, That the Federal Aviation Agency is made a party to the proceeding.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein, shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: January 21, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-683; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket No. 15278-15281; FCC 64M-62]

FLOYD BYLER ET AL.

Order Scheduling Hearing

In re applications of Floyd Byler, Urbana, Ohio, Docket No. 15278, File No. BPH-3348; Paul Dean Ford and J. T. Winchester, London, Ohio, Docket No. 15279, File No. BPH-3936, Charles H. Chamberlain, Urbana, Ohio, Docket No. 15280, File No. BPH-3993; the Brown Publishing Company, Urbana, Ohio, Docket No. 15281, File No. BPH-4138; for construction permits.

It is ordered, This 20th day of January, 1964, that Elizabeth C. Smith will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on March 16, 1964, in Washington, D.C.; and, *It is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 10:00 a.m., February 24, 1964.

Released: January 21, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-684; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket No. 15211; FCC 64M-60]

CAMELLIA CITY TELECASTERS

Order Continuing Hearing

In re application of Charles L. Bowman, Foster A. Bullock, Jack F. Matranga and Irving J. Schwartz D/B as Camellia City Telecasters, Scramento, California, Docket No. 15211, File No. BPCT-3140; for construction permit for new television broadcast station.

The Hearing Examiner having under consideration a petition filed January 17, 1964, on behalf of the Chief, Broadcast Bureau, Federal Communications Commission requesting that the evidentiary hearing in the above-entitled proceeding now scheduled for January 20, 1964, be rescheduled to commence on January 27, 1964; and

It appearing that the reason for the requested change is the fact that there is a conflict in the present hearing schedule of Bureau counsel; and

It further appearing that there are no objections to the immediate favorable consideration of said petition, and good cause for granting the same having been shown;

It is ordered, This the 17th day of January 1964, that the petition is granted and the evidentiary hearing now scheduled for January 20, 1964, is rescheduled to commence on January 27, 1964.

Released: January 20, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-685; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket Nos. 15265, 15266]

COMMUNITY BROADCASTING SERVICE, INC., ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Community Broadcasting Service, Inc., Vineland, New Jersey, req.: 92.1 mc, #221, 3 kw, 175 feet, Docket No. 15265, File No. BPH-3949; Mortimer Hendrickson and Vivian Eliza Hendrickson, Vineland, New Jersey, req.: 92.1 mc, #221, 3 kw, 180 feet, Docket No. 15266, File No. BPH-4165; for construction permits.

The Commission, by the Chief of the Broadcast Bureau under delegated authority, considered the above-captioned applications on January 17, 1963;

It appearing, that the above-captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that upon due consideration of the above-captioned applications, the Commission finds that pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary; that each of the applicants is legally, financially, technically and otherwise qualified to construct, own and operate the far broadcast facilities proposed:

It is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the above captioned applications are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent Order, upon the following issue:

1. To determine on a comparative basis which of the operations proposed in the above-captioned applications would best serve the public interest, convenience and necessity in the light of the significant differences between the applicants as to:

(a) The background and experience of each, bearing on its ability to own and operate the FM broadcast station as proposed.

(b) The proposals of each with respect to the management and operation of the far broadcast station as proposed.

(c) The programming services proposed in each of the above-captioned applications.

2. To determine in the light of the evidence adduced pursuant to the foregoing issues which of the applications should be granted.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(h) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: January 21, 1964.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-686; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket Nos. 15108-15110; FCC 64M-55]

PIEDMONT BROADCASTING CO. ET AL.

Order Continuing Hearing

In re applications of William H. Kirby and John B. Burns, d/b as Piedmont Broadcasting Co. Travelers Rest, South Carolina, Docket No. 15108, File No. BP-14527; James C. Liles, tr/as Hentron Broadcasting Company, Hendersonville, North Carolina, Docket No. 15109, File No. BP-15026; the Mountainaire Corporation, Hendersonville, North Carolina, Docket No. 15110, File No. BP-15274; for construction permits.

The Hearing Examiner having under consideration a motion filed on January 16, 1964, by counsel for Piedmont Broadcasting Co. on behalf of all applicants in the above-entitled proceeding, requesting that the hearing in such proceeding presently scheduled to commence on January 17, 1964, be continued pending action on pleadings now before the Review Board, to a date to be fixed by subsequent order; and

It appearing, that upon favorable action on the petition for approval of agreement and dismissal of application, all of the issues upon which the applications in the above-entitled proceeding were designated for hearing may become moot and a hearing may, therefore, not be necessary to determine whether the applications of Piedmont Broadcasting Co. and The Mountainaire Corporation can be granted; and

It further appearing, that counsel for all other parties have informally consented to an immediate consideration of the motion and a grant of the relief requested;

It is, therefore, ordered, This 16th day of January 1964, that the request for continuance of the hearing be and it is hereby granted and the hearing in the above-entitled proceeding presently scheduled to commence on January 17, 1964, be and it is hereby continued to a date to be fixed by further order to be issued within 10 days after the release of an order by the Review Board disposing of the matter now pending before it.

Released: January 20, 1964.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-688; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket No. 15276; FCC 64-30]

CHARLES A. SEAMAN

Order Designating Application for Hearing on Stated Issues

In re application of Charles A. Seaman, 935 Tanner Avenue, Elizabeth, Pennsylvania, for a general class amateur operator license.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 15th day of January 1964.

The Commission having under consideration the captioned application for a General Class amateur operator license; and

It appearing, that Charles A. Seaman is the present holder of a Technician Class amateur operator license and an amateur radio station license, call sign K3IOP, issued in August 1962; and

It further appearing, that the applicant's operations in the frequency band 50-54 Mc/s under his Technician Class amateur operator license have been the subject of numerous complaints of interference to television reception in the area of Elizabeth, Pennsylvania; and

It further appearing, that on August 10, 1963, the applicant passed the required examination for a General Class amateur operator license and submitted the subject application; and

It further appearing, that because of the gravity and continued nature of complaints against him, the applicant was advised by Commission letter of October 16, 1963 (FCC 63-938), that there was a serious question as to whether his continued operation in the 50-54 Mc/s band would be in the public interest and that, therefore, his General Class amateur operator license was being granted subject to the condition that the applicant was not to transmit in that frequency band; and

It further appearing, that pursuant to § 1.110 (formerly § 1.64) of the Commission's rules, the applicant, by letter dated October 26, 1963, rejected the Commission's grant of the General Class license subject to that condition and requested a hearing on the matter; and

It further appearing, that by letter dated December 12, 1963, the applicant requested that the Commission's partial grant of October 16, 1963 be left in effect with any hearing limited solely to the question of whether the condition prohibiting operation in the 50-54 Mc/s band should be removed and, if this is done, that his Technician Class license be cancelled; and

It further appearing, that, since the only question in this matter is whether and/or under what conditions Charles A. Seaman should be permitted to operate in the frequency band 50-54 Mc/s in view of the complaints of interference to television reception, the public interest would be served by permitting Seaman to retain the General Class amateur operator license, as issued October 16, 1963, with the condition prohibiting operation in the 50-54 Mc/s band pending the conclusion of this proceeding to determine whether that condition should be continued, modified, or removed;

It is ordered, Pursuant to section 303(l) of the Communications Act of 1934, as amended, that the Commission's action of October 16, 1963, granting in part the application of Charles A. Seaman is affirmed, except as modified herein.

It is further ordered, Pursuant to section 303(l) of the Communications Act, that a hearing be held on the following issues:

1. To determine the nature and extent of interference to television reception in Elizabeth, Pennsylvania, and nearby surrounding area, created, or likely to be created, by applicant's operation of his amateur radio station in the 50-54 Mc/s band.
2. To determine, if interference is caused by the applicant's operations, what measures, if any, can be taken by either the applicant or the persons receiving such interference to eliminate or reduce such interference.
3. To determine, in the light of the evidence adduced under the foregoing issues, whether the public interest, convenience, and necessity would be served by the applicant's operations in the 50-54 Mc/s band and what, if any, conditions should be attached to his operation in that band.

It is further ordered, That, pending a final decision in the proceeding ordered herein, Charles A. Seaman shall not operate in the 50-54 Mc/s band except for such transmissions as may be necessary in connection with these proceedings.

It is further ordered, That, in addition to the applicant, the Chief, Safety and Special Radio Services Bureau, the Borough of Elizabeth, Allegheny County, Pennsylvania, which by letter dated October 30, 1963 from its Solicitor indicated its direct interest in this matter, and the American Radio Relay League, Inc., which by letter dated January 8, 1964 requested to be made a party, are made parties in this proceeding:

It is further ordered, That the burden of proceeding with the introduction of evidence on Issues 1 and 2 shall be upon the Chief, Safety and Special Radio Services Bureau, but that the ultimate burden of proof with respect to Issue 3 shall be upon the applicant:

It is further ordered, That in order to facilitate the gathering of evidence in this matter, the hearing shall be conducted in Pittsburgh, Pennsylvania at a time and date to be specified by a subsequent order:

It is further ordered, That the named parties, other than the Chief, Safety and Special Radio Services Bureau, desiring to participate herein, shall file their written notice of appearance, in triplicate, within twenty days of the mailing of this Order.

It is further ordered, That the Technician Class amateur operator license presently held by Charles A. Seaman, is hereby cancelled.

Released: January 17, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,[1]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-689; Filed, Jan. 23, 1964; 8:48 a.m.]

[Docket No. 15276; FCC 64M-63]

CHARLES A. SEAMAN

Order Scheduling Hearing

In re application of Charles A. Seaman, 935 Tanner Avenue, Elizabeth, Pa., for a general class amateur operator license.

It is ordered, This 20th day of January 1964, that Walther W. Guenther will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on March 4, 1964, in Pittsburgh, Pennsylvania.

Released: January 21, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-690; Filed, Jan. 23, 1964; 8:49 a.m.]

[Docket Nos. 15228-15230; FCC 64M-56]

TRI-STATE COMMUNICATIONS CO. AND TWO-WAY RADIO COMMUNICATIONS CO. OF KANSAS, INC.

Order Continuing Hearing

In re applications of Ralph Heng d/b as Tri-State Communications Company, Liberal, Kansas, Docket No. 15228, File No. 356-C2-P-62; for a construction permit to establish a new two-way common carrier station in the Domestic Public Land Mobile Radio Service in Liberal, Kansas; Two-way Radio Communications Company of Kansas, Inc., Docket No. 15229, File No. 2549-C2-P-62; for a construction permit to add a second channel to the existing two-way common carrier station KAF650 in the Domestic Public Land Mobile Radio Serice in Liberal, Kansas; Docket No. 15230, File No. 10-C2-P-63; for a construction permit to change the location and equipment for the base station KAF650 in the Domestic Public Land Mobile Radio Service in Liberal, Kansas.

A prehearing conference in the above-entitled matter having been held on January 16, 1964, and it appearing from the record made therein that certain agreements were reached which properly should be formalized by order;

It is ordered, This 16th day of January 1964 that:

(1) Preliminary drafts of the applicants' technical engineering exhibits shall be exchanged among the parties on February 17, 1964;

(2) All exhibits to be offered in evidence in the presentation of the direct affirmative cases shall be exchanged among the parties and copies thereof supplied the Hearing Examiner on March 9, 1964;

(3) Notification of witnesses to be called for cross-examination shall be given on or before March 16, 1964;

It is further ordered, that the hearing in this matter heretofore scheduled to commence on February 12, 1964, is continued to March 23, 1964, commencing at 10:00 a.m. in the offices of the Commission at Washington, D.C.

Released: January 20, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-692; Filed, Jan. 23, 1964; 8:49 a.m.]

[Docket Nos. 15212, 15213; FCC 64M-58]

TVUE ASSOCIATES, INC., AND UNITED ARTISTS BROADCASTING, INC.

Order Following Prehearing Conference

In re applications of TVUE Associates, Inc., Houston, Texas, Docket No. 15212, File No. BPCT-3161; United Artists Broadcasting, Inc., Houston, Texas, Docket No. 15213, File No. BPCT-3166; for construction permits for new television broadcast stations.

At a further prehearing conference held in this proceeding today stipulations and agreements were entered into to govern the conduct of the hearing:

1. The entire direct case of each of the applicants will be offered in evidence in written exhibit form under oath by the witness who would present the testimony and exhibits if called as a witness. The entire written direct case of each of the applicants will be exchanged among all of the applicants on March 16, 1964, with the hearing commencing on March 30, 1964. Each applicant will exchange with the other applicants three copies of all of the exhibits in its direct case. Each applicant will deliver one copy of all of the exhibits in its direct case to the office of the Hearing Examiner and two copies to the office of Counsel for the Broadcast Bureau, Rooms 6516 and 7505 respectively, of the New Post Office Building, by 5:00 p.m. on March 16, 1964.

2. No oral testimony will be permitted pertaining to the direct case of any applicant. Should any of the written case of any applicant be excluded, substitute written material confined to proof of the same matters sought to be proven by the rejected material may be offered and accepted into evidence in the Examiner's discretion upon good cause being shown, provided that the proffer of substitute material will not operate to interrupt or delay the orderly progress of the hearing.

3. Agreement to the stipulation quoted in 2, supra, shall not in any manner constitute a waiver of the right to qualifying questions and full cross-examination, accorded by the rules of evidence in the Commission's Hearing Manual for comparative hearings.

4. Exhibits will be identified by an appropriate prefix followed by Arabic numbers in numerical sequence beginning with number "1" for each party. Each applicant shall number each page of each exhibit seriatim, beginning with page 1, preferably on letter size paper, with numbered lines and a continuation heading on each page.

5. All facts or data from Commission files which any party may desire and request to have officially noted by the Hearing Examiner and the Commission will be cast in the form of an exhibit which will specifically identify the file or files involved by file number and date of filing of the particular document containing the facts or data relied upon. If such official notice is to be requested as part of any party's direct case, the exhibit will be exchanged in advance of the hearing as in the case of all other exhibits forming a part of such direct case.

6. Any depositions to be taken as part of the direct case of any party are to be taken in time so that they will be filed with the Commission on or before March 30, 1964. The Commission's rules on depositions must be strictly complied with. Depositions which do not comport with this directive will not be considered and will not be received in evidence.

7. The applicants will offer their direct cases in writing on the hearing date in the order of their docket numbers and the proceeding will continue from day to day. The first phase of the proceeding will be rulings by the Hearing Examiner on the admissibility of the direct case of all the applicants.

8. All counsel may, if they wish, offer with their written direct cases a list of errata or deletions therein. Such lists must be exchanged among all counsel at least one week prior to the date of commencement of the hearing (securing of rulings on admissibility of exhibits). Any such lists will be attached as a typewritten statement to the affected exhibit or exhibits as an addendum and identified. In addition, the Record copies shall be modified by the substitution of pages which will incorporate the changes made.

9. After the direct cases of the applicants have been introduced into evidence, the hearing will recess. Within not less than seven days thereafter, counsel for the applicants and the Broadcast Bureau will meet in informal conference to determine whether further stipulations can be agreed upon concerning the conduct of cross-examination and any other appropriate matters. At such conference, the names of all wit-

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[1] Dissenting statement of Commissioners Bartley and Cox filed as part of original document.

nesses which any counsel desires to be present in Washington for cross-examination with respect to the direct case will be made known to each counsel for those witnesses. Cross-examination, if any is to be undertaken, will commence on April 21, 1964.

10. Following the completion of the cross-examination of the witnesses of the applicants, there will be a recess. The hearing will thereafter resume for rebuttal, if any, and surrebuttal, if any.

11. No formal exception to a ruling is necessary. An exception to each ruling is assumed to be noted on the record.

12. Exhibits with respect to contacts concerning proposed programming must contain at least the following information, if available:

(a) Date of approximate date of contact.

(b) Person making contact.

(c) Method of contact.

(d) Name, address, and position of person contacted.

(e) Matters discussed.

The stipulation relates to form only and all counsel reserve the right to object to the program contacts on the grounds of competency and materiality.

13. Only one typical week's proposed program schedule will be offered in evidence. However, evidence relating to special programming to be substituted for or included in programs in the typical week's proposed schedule is admissible evidence. The typical week's proposed program schedule as used herein will be the typical week's proposed program schedule as contained in the application, as amended, of each of the applicants.

14. Stipulation No. 13 does not bar the offer in evidence of exhibits covering plans for proposed remote broadcasts, including maps showing the location of the remote broadcasts and descriptions of the programs proposed.

15. Competent personnel will be available to fill the staff positions specified by each applicant. This stipulation, however, does not preclude an applicant from offering evidence designed to prove special or outstanding qualifications of particular personnel; provided, however, in the event of the offer of such evidence, then the presumption agreed to in the first sentence of this paragraph shall not apply to the person as to which such evidence is offered.

16. It will be presumed that all equipment proposed for the operation of the broadcast facility will be available. All parties will make available a list of their respective equipment on the date the exhibits are exchanged.

17. Letters from manufacturers, architects, builders, contractors, equipment suppliers, and service suppliers, if otherwise competent and admissible, will not be objected to on the grounds of authenticity or proof of signature.

18. Blueprints and specifications of proposed buildings offered in the sworn testimony of the person who ordered their preparation will not be objected to on grounds of authenticity.

19. Architectural drawings of proposed transmitter facilities will not be presented.

20. The applications (BPCT-3161; BPCT-3166), and the amendments thereto, are incorporated into the hearing record by reference.

So ordered, This 17th day of January 1964.

Released: January 20, 1964.

Federal Communications Commission,
[SEAL] Ben F. Waple,
Secretary.

[F.R. Doc. 64-693; Filed, Jan. 23, 1964; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Docket No. R-228]

UNION ELECTRIC CO.

Annual Charges Prescribed for Licenses Under the Federal Power Act; Order Granting Rehearing for Purposes of Reconsideration

January 17, 1964.

Union Electric Company, licensee for the Osage project, Project No. 459, on the Osage River, Missouri, on December 20, 1963, applied for rehearing and reconsideration of Order No. 272, issued on November 20, 1963, amending sections 11.20 and 11.31 of the Regulations under the Federal Power Act to provide a new system for fixing annual charges to licensees for reimbursing the United States for its costs in administering Part I of the Federal Power Act (16 U.S.C. 791-823).

The Union Electric Company contends that because its license, issued February 25, 1926, makes other provision for such annual charges, Order No. 272 as applied to it contravenes section 6 of the Federal Power Act.

The Commission finds. It is appropriate and in the public interest in administering the Federal Power Act that the Union Electric Company's application for rehearing and reconsideration of Order No. 272 be granted, as hereinafter provided.

The Commission orders. The Union Electric Company's application, filed on December 20, 1963, for rehearing and reconsideration of Order No. 272 hereby is granted for the purpose of providing additional time for further consideration of the issues raised by the application.

By the Commission.

[SEAL] Joseph H. Gutride,
Secretary.

[F.R. Doc. 64-657; Filed, Jan. 23, 1964; 8:46 a.m.]

[Docket No. CP63-219]

NORTHERN NATURAL GAS CO.

Notice of Application To Amend

January 17, 1964.

Take notice that on December 12, 1963, Northern Natural Gas Company (Northern), 2223 Dodge Street, Omaha, Nebraska, filed in Docket No. CP63-219, an application to amend an order of the Commission issued August 6, 1963, in its above docket, granting a certificate of public convenience and necessity authorizing among other things an increase in contract demand deliveries to the City of Sioux Center, Iowa. The application seeks authorization to further increase contract demand deliveries from 920 Mcf to 955 Mcf daily, all as more fully set forth in the application to amend on file with the Commission, and open to public inspection.

The application to amend states Northern has been advised by the City of Sioux Center, Iowa, the additional 35 Mcf daily is required to meet its system requirements during the present heating season. No additional facilities will be required.

Protests, petitions to intervene or requests for hearing in this proceeding may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 10, 1964.

Joseph H. Gutride,
Secretary.

[F.R. Doc. 64-658; Filed, Jan. 23, 1964; 8:46 a.m.]

[Docket No. G-17613 etc.]

TEXACO INC., ET AL.

Notice of Postponement of Prehearing Conference

January 17, 1964.

Texaco Inc., Docket No. G-17613; Sunray DX Oil Company, Docket No. G-17727; Phillips Petroleum Company, Docket No. G-17740; The Atlantic Refining Company, Docket No. G-17741; Austral Oil Company, Inc., Docket No. G-17797; Texas Gulf Producing Company, Docket No. G-17925; P. R. Rutherford, Docket No. G-17928; The Superior Oil Company (Operator), et al., Docket No. G-17989; Ted Weiner (Operator), et al., Docket No. G-17993; Jefferson Lake Sulphur Company (Operator), et al., Docket No. G-17997; Williard E. Walker, Docket No. G-18099; Southwest Gas Producing Company, Docket No. G-18100; Trice Production Company, Docket No. G-18516; David Crow, Trustee, Docket No. G-20083; J. P. Owen (Operator) et al., Docket No. G-20555; Maracaibo Oil Exploration Corporation (Operator), et al., Docket No. RI60-138; Socony Mobil Oil Company, Docket No. G-17526; Sun Oil Company (Operator), et al., Docket No. G-17923; Hassie Hunt Trust Estate, Docket No. RI64-296; Wm. Herbert Hunt Trust Estate, Docket No. RI64-297.

Notice is hereby given that the prehearing conference concerning the above-entitled proceedings heretofore scheduled to commence on January 28, 1964, is postponed to a date to be hereafter set.

Joseph H. Gutride,
Secretary.

[F.R. Doc. 64-659; Filed, Jan. 23, 1964; 8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1659]

AMERICAN & FOREIGN POWER CO. INC.

Notice of Filing of Application for Order Exempting Certain Transactions Between Affiliated Persons

JANUARY 20, 1964.

Notice is hereby given that American & Foreign Power Company Inc. ("Foreign Power") 100 Church Street, New York, New York, a Maine Corporation and a majority-owned subsidiary of Electric Bond and Share Company ("Bond and Share"), a New York corporation and a registered closed-end, non-diversified investment company, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from the provisions of section 17(a) of the Act the proposed purchase by C. A. La Electricidad de Caracas ("La Electricidad") from Foreign Power of all of the latter's holdings of common stock of C.A. Luz Electrica de Venezuela ("Luz"), a majority-owned subsidiary of Foreign Power. All interested persons are referred to the application, which is on file with the Commission, for a full statement of the representations therein, which are summarized below.

Foreign Power owns 1,459,640 shares (76.2 percent) and La Electricidad owns 353,787 shares (18.5 percent) of the common stock of Luz. La Electricidad and Luz, both organized under the laws of Venezuela, are electric public utility companies operating in contiguous areas in the city of Caracas, Venezuela. Luz has practically no generating facilities and acquires almost its entire supply of energy by purchase from La Electricidad which is the substantially larger company. The application states that it has been the belief of applicant and of both utility companies for a long period of time that more efficient and economical operations could result from single ownership of both such utility companies.

Foreign Power and La Electricidad have entered into an agreement under which it is proposed that La Electricidad will purchase Foreign Power's entire holdings of the common stock of Luz for a cash price of $18,563,048, plus dividends accrued and unpaid at the closing date on the basis of a reserve accrued by Luz for the payment of monthly dividends. The agreement further provides that for a period of 30 days from the closing date the Government of Venezuela, at its option, may require Foreign Power to reinvest $14,424,318 of the purchase price through the acquisition of obligations of the Government of Venezuela or an agency or subdivision thereof. Such obligations are to be payable in United States dollars in equal semiannual installments over a period of 10 years, with interest payable in dollars at the rate of 6 percent per annum, such payments of principal and interest to be free of Venezuelan taxes. In the event that the securities referred to are other than the direct obligation of the Government of Venezuela, such securities are to bear the unconditional guaranty of that Government. Should Foreign Power be required to purchase these obligations, it will also receive at the date of such purchase an additional payment from La Electricidad in the amount of $861,270.

The application states that the price agreed upon for the purchase and sale of the common stock of Luz is based upon the underlying book value of such stock at December 31, 1962, as reduced by a special cash dividend paid by Luz in December 1963. It is stated that the price and terms of sale are the result of extensive negotiations at arm's-length between Foreign Power and La Electricidad which have had long familiarity with the properties of Luz. The application states that there is no affiliation or other relationship between Bond and Share and Foreign Power on the one hand and La Electricidad on the other, except by reason of the respective holdings of the stock of Luz by Foreign Power and La Electricidad.

Section 17(a) of the Act prohibits an affiliated person of a registered investment company, or an affiliated person of such a person, from selling to or purchasing from such registered company or any company controlled by such registered company, any security or other property, subject to certain exceptions, unless the Commission upon application pursuant to section 17(b) of the Act grants an exemption from the provisions of section 17(a), after finding that the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Notice is further given that any interested person may, not later than February 3, 1964, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-672; Filed, Jan. 23, 1964; 8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 1]

EXECUTIVE ADMINISTRATOR

Delegation of Authority

Pursuant to the authority vested in me as Administrator of the Small Business Administration by the Small Business Act (72 Stat. 384), as amended, and the Small Business Investment Act of 1958 (72 Stat. 689), as amended, authority is hereby delegated to the Executive Administrator to perform any and all acts which I, as Administrator, am authorized to perform, and to serve as alter ego to the Administrator with respect to the activities of the Small Business Administration, except:

1. Acting as a member of the Loan Policy Board; and
2. Exercising authority under sections 7(a)(6), 9(d) and 11 of the Small Business Act, as amended.

This delegation is not in derogation of any authority residing in the Deputy Administrators relating to the operations of their respective programs.

Effective date: January 15, 1964.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 64-673; Filed, Jan. 23, 1964; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 21, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38764: *Processed clay from points in southern territory.* Filed by O. W. South, Jr., agent (No. A4436), for interested rail carriers. Rates on processed clay, in carloads, from points in southern territory, to points in southwestern territory.

Grounds for relief: Market competition.

Tariff: Supplement 25 to Southern Freight Association, agent, tariff I.C.C. S-206.

FSA No. 38765: *Lumber and related articles from points in New Mexico.* Filed by The Atchison, Topeka and Santa Fe Railway Company (No. 93-A), for itself and interested rail carriers. Rates on lumber and related articles, in carloads, from points in New Mexico, to points in Illinois, Iowa, Minnesota, and Nebraska.

Grounds for relief: Carrier competition.

Tariff: Supplement 20 to Atchison, Topeka and Santa Fe Railway Company tariff I.C.C. 14913.

FSA No. 38766: *Soda ash from Saltville, Va., to Grasselli, N.J.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2699), for interested rail carriers. Rates on soda ash, in bulk, in carloads, from Saltville, Va., to Grasselli, N.J.

Grounds for relief: Market competition.

Tariff: Supplement 5 to Norfolk and Western Railway Company tariff I.C.C. 9813.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-680; Filed, Jan. 23, 1964; 8:48 a.m.]

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PART II

FEDERAL REGISTER

VOLUME 29 NUMBER 17

Washington, Friday, January 24, 1964

Federal Aviation Agency

14 CFR Parts 71, 73, 75

Compilations of Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I — Federal Aviation Agency

Subchapter E — Airspace [New]

[AIRSPACE DOCKET NO. 64-WA-1]

PART 71 — DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

PART 73 — SPECIAL USE AIRSPACE [NEW]

PART 75 — ESTABLISHMENT OF JET ROUTES [NEW]

Compilation of Regulations

The following compilations of Parts 71, 73, and 75 [New] of Federal Aviation Regulations are adopted for the purpose of combining all amendments to these parts which have been published by the Administrator of the Federal Aviation Agency in the Federal Register and which were effective prior to January 12, 1964. In addition, pending amendments are listed below the appropriate section and include the effective date and the Federal Register citation. This revision does not involve any substantive changes.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C. on January 10, 1964.

Lee E. Warren,
Director, Air Traffic Service.

[F.R. Doc. 64-467; Filed, Jan. 23, 1964; 9:00 a.m.]

TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION AGENCY

SUBCHAPTER E - AIRSPACE

PART 71

DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

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SUBPART A - GENERAL

§ 71.1 Applicability.

(a) The airspace areas that are described in Subparts B, C, and D of this Part, are designated as Federal airways.

(b) Those airspace areas that are described in Subparts B through J of this Part are designated as control areas, the continental control area, control zones, transition areas, positive control route segments, positive control areas, and reporting points, respectively as described in the appropriate Subpart.

§ 71.3 Classification of Federal airways.

Federal airways are classified as follows:

(a) Low altitude colored Federal airways·

(1) Green Federal airways.

(2) Amber Federal airways.

(3) Red Federal airways.

(4) Blue Federal airways.

(b) Low altitude VOR Federal airways.

(c) Intermediate altitude VOR Federal airways.

§ 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigation aid or intersection to another navigation aid (or through several navigation aids or intersections) specified for that airway.

(b) Unless otherwise specified in Subparts B, C, or D of this Part -

(1) Each low altitude Federal airway includes the airspace within parallel boundary lines five miles on each side of the centerline;

(2) Each intermediate altitude Federal airway includes the airspace within parallel boundary lines eight miles on each side of the centerline;

(3) Where an airway changes direction, it includes the airspace that is enclosed by extending the boundary lines of the airway segments until they meet, but if the airway changes width and direction at the same point, it includes the airspace that is enclosed by extending either boundary line of its narrow segment to meet the airspace within its wide segment; and

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigation aid or intersection and having a diameter equal to the airway width at that point.

(c) Unless otherwise specified in Subparts B, C, or D of this Part -

(1) Each low altitude Federal airway includes the airspace that extends upward from 700 feet (until designated from 1200 feet or more) above the surface of the earth, but does not include airspace in continental control area;

(2) Each intermediate altitude Federal airway includes the airspace that extends from 14,500 feet MSL up to, but not including, flight level 240; and

(3) The airspace of a low altitude Federal airway within the lateral limits of a transition area has a floor coincident with that of the transition area.

(d) At least one alternate VOR Federal airway may be established between specified navigational aids or intersections along each VOR Federal airway described in Subpart C of this Part. Unless otherwide specified, the centerline of an alternate VOR Federal airway and the centerline of the main VOR Federal airway are separated by 15 degrees.

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.7 Control areas.

(a) Control areas consist of the airspace designated in Subparts B, C, D, and F of this Part, but do not include the continental control area.

(b) Control areas include -

(1) The airspace designated as low altitude Federal airways and the airspace of intermediate altitude airways that extend beyond the continental control area;

(2) Unless otherwise designated, the airspace between a main and associated alternate VOR Federal airway, with the vertical extent of this area corresponding to the vertical extent of the main airway;

(3) Unless otherwise designated, the airspace that extends beyond the continental control area within 16 miles of each side of the jet route segments described in Subpart F of this Part, and within a 16-mile radius of the navigational aids and intersections specified in describing those jet route segments.

§ 71.9 Continental control area.

The continental control area consists of the airspace of the 48 contiguous states and the District of Columbia at and above 14,500 feet MSL, but does not include -

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted area military climb corridors and the restricted areas listed in Subpart E of this Part.

§ 71.11 Control zones.

The control zones listed in Subpart G of this Part consist of controlled airspace extending upward from the surface of the earth. A control zone may include one or more airports and is normally a circular area with a radius of five miles and any extensions necessary to include instrument approach and departure paths.

§ 71.13 Transition areas.

The transition areas listed in Subpart H of this Part consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed, or from 1200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise limited, transition areas terminate at the base of the overlying controlled airspace.

§ 71.15 Positive control route segments and positive control areas.

(a) The positive control route segments listed in Subpart I of this Part consist of the airspace of the Federal airways from 17,000 feet to 22,000 feet, MSL, inclusive, in which there is positive control of aircraft. Positive control route segments that underlie positive control areas with a base of 24,000 feet extend up to, but do not include, 24,000 feet, MSL.

(b) The positive control areas listed in Subpart I of this Part consist of controlled airspace within which there is positive control of air traffic.

§ 71.17 Reporting points.

(a) The reporting points listed in Subpart J of this Part consist of geographic locations, in relation to which the position of an aircraft must be reported in accordance with section (present § 60.47) of this chapter.

(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographical location is designated as a reporting point for one or more airways, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographic location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.19 Bearings; radials; miles.

(a) All bearings and radials in this Part are true from point of origin.

(b) Unless otherwise specified, all mileages in this Part are stated as statute miles.

SUBPART B - LOW ALTITUDE COLORED FEDERAL AIRWAYS AND CONTROL AREAS

§ 71.101 Designation.

The airspace areas described in this Subpart are designated as Low Altitude Colored Federal airways and control areas.

§ 71.103 Low altitude green Federal airways.

G-1 From the Sherbrooke, Quebec, Canada, RBN via the Millinocket, Maine RBN; to the Fredericton, New Brunswick, Canada, RR, excluding the portions within Canada.

AMENDMENTS 1/10/63 27 F.R. 11938 (Changed);

G-7 From the Nome, Alaska, RR via the Moses Point, Alaska, RR; INT of the E course of the Moses Point RR and the N course of the Unalakleet, Alaska, RR; Galena, Alaska, RR; INT of the E course of the Galena RR and the W course of the Fairbanks, Alaska, RR; to the Fairbanks RR.

G-8 From the King Salmon, Alaska, RR via the INT of the NE course of the King Salmon RR and the W course of the Homer. Alaska RR: INT of the W course of the Homer RR and the SW course of the Kenai. Alaska. RR: Kenai RR; INT of the NE course of the Kenai RR and a line bearing 266° from the Anchorage. Alaska. RR: Anchorage RR; INT of the NE course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT of the NE course of the Gulkana RR and the SW course of the Northway, Alaska, RR; to the Northway RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the INT of the NE course of the Anchorage RR and the SE course of the Skwentna RR; to the Northway RR. The airspace within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

LOW ALTITUDE AMBER FEDERAL AIRWAYS

§ 71.105 Low altitude amber Federal airways.

A-1 From the Red Bluff, Calif., RR via the Fort Jones, Calif., RR; Medford, Oreg., RR; Eugene, Oreg., RR; Portland, Oreg., RR; Toledo, Wash., RR; Seattle, Wash., RR; INT of the NW course of the Seattle RR and the S course of the Victoria, Canada, RR; Victoria RR; to the INT of the N course of the Victoria RR and the SE course of the Comox, Canada, RR. From the Sandspit, B. C., Canada, RR via the INT of the NW course of the Sandspit RR and SW course of the Annette Island, Alaska, RR; Sitka, Alaska, RR; Yakutat, Alaska, RR; INT of the NW course of the Yakutat RR and the SE course of the Hinchinbrook, Alaska, RR; Hinchinbrook RR; INT of the NW course of the Hinchinbrook RR and the SE course of the Anchorage, Alaska, RR; Anchorage RR; INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; Unalakleet, Alaska, RR; to the Nome, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Sandspit RR to the McGrath RR, but excluding the portion under the jurisdiction of Canada. The airspace within R-2201, R-2203 and R-6703 shall be used only after obtaining prior approval from the appropriate authority.

A-2 From the Snag, Yukon Territory, Canada, RR via the Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Bettles, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Snag RR to the Fairbanks RR but excluding the portion within Canada. The airspace within R-2202, R-2205, R-2207, and R-2208 shall be used only after obtaining prior approval from the appropriate authority.

A-11 From the INT of the S course of the Maui, Hawaii, RR and the W course of the Hilo, Hawaii, RR via the Maui RR; to the INT of the N course of the Maui RR and a point 38 miles N of the Maui RR.

A-15 From the Ethelda Bay, British Columbia, Canada, RBN via the Annette Island, Alaska, RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Pon Lake, Yukon Territory, Canada, RBN; Snag, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; to the Fairbanks RR., including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL, but excluding the portion under the jurisdiction of Canada. The airspace within R-2202, R-2205, R-2207 and R-2208 shall be used only after obtaining prior approval from the appropriate authority. (joins Canadian high level airway No 502)

LOW ALTITUDE RED FEDERAL AIRWAYS

§ 71.107 Low altitude red Federal airways.

R-1 From the Sitka, Alaska, RR via the INT of the SE course of the Sitka RR and the SW course of the Petersburg, Alaska, RR; Cape Decision, Alaska, RBN; Guard Islands, Alaska, RBN; to the Annette Island, Alaska, RR.

R-25 From the Quebec, Canada, RR to the INT of the NW course of the Bangor, Maine, RR and a direct bearing from the Millinocket, Maine, RBN to the Sherbrooke, Canada, RBN, excluding the portion within Canada.

AMENDMENTS 1/10/63 27 F.R. 11938 (Rewritten);

R-27 From the INT of the NW course of the Nenana, Alaska, RR and the W course of the Fairbanks, Alaska, RR via the Nenana RR; to the INT of the SE course of the Nenana RR and the SW course of the Fairbanks RR

R-39 From the Bethel, Alaska, RR via the Aniak, Alaska, RR; McGrath, Alaska, RR; Minchumina, Alaska, RR; Nenana, Alaska, RR; to the Fairbanks, Alaska, RR, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL.

R-40 From the Kodiak, Alaska, RR via the Shuyak, Alaska, RBN; Homer, Alaska, RR; to the Anchorage, Alaska, RR

R-41 From the INT of the NW course of the Sitka (Biorka Island), Alaska, RR and the SW course of the Gustavus, Alaska, RR via the Gustavus RR; to the Sisters Island, Alaska, RBN.

R-46 From the Regina, Saskatchewan, Canada, RR via the Minot, N. Dak., RR; to the Jamestown, N. Dak., RR, excluding the portion within Canada.

PENDING AMENDMENT

In R-46 "The portion of this airway within R-5403 shall be used only after obtaining prior approval from appropriate authority." is added.

3/5/64 29 F. R. 3 (Changed);

R-50 From the INT of the E course of the Galena, Alaska, RR and the SW course of the Tanana, Alaska, RR via the Tanana RR; to the INT of the SE course of the Tanana RR and the W course of the Fairbanks, Alaska, RR.

R-64 From the INT of the SW course of the Annette Island, Alaska, RR and the United States-Canadian Border, to the Annette Island RR.

R-75 From the INT of the NW course of the Bellingham, Wash., RR and the W course of the Abbotsford, British Columbia, Canada, RR via the Abbotsford RR; to the INT of the E course of the Abbotsford RR and the NE course of the Bellingham RR, excluding the portion within Canada.

R-82 From the Skwentna, Alaska, RR to the INT of the SE course of the Skwentna RR and the NE course of the Anchorage, Alaska, RR.

R-87 From the Honolulu, Hawaii, RR via the Maui, Hawaii, RR; INT of the SE course of the Maui RR and the N course of the Hilo, Hawaii, RR; to the Hilo RR.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

R-92 From the Sault Ste. Marie, Mich., RBN to the Sudbury, Ontario, Canada, RR, excluding the portion within Canada.

AMENDMENTS 12/12/62 27 F.R. 12211 (Changed);

R-99 From the INT of the NE course of the King Salmon, Alaska, RR and the SW course of the Iliamna, Alaska, RR via the Iliamna RR; to the INT of the SE course of the Iliamna RR and the W course of the Homer, Alaska, RR.

R-103 From the Anchorage, Alaska, RR via the INT of a line bearing 266° from the Anchorage RR and the NE course of the Kenai, Alaska, RR; Kenai RR; INT of the SE course of the Kenai RR and the SW course of the Anchorage RR; to the Middleton Island, Alaska, RBN.

LOW ALTITUDE BLUE FEDERAL AIRWAYS

§ 71.109 Low altitude blue Federal airways.

B-2 From the Sitka, Alaska, RR to the Sisters Island, Alaska, RBN

B-9 From the Duluth, Minn., RBN to the Lakehead, Ontario, Canada, RR, excluding the portion within Canada.

B-12 From the McGrath, Alaska, RR to the Galena, Alaska, RR.

B-19 From the Key West, Fla., RBN to the Perrine, Fla., RBN.

AMENDMENTS 9/2/63 28 F. R. 9589 (Rewritten);

B-25 From the INT of the SW course of the Hinchinbrook, Alaska, RR and a direct line between the Whittier, Alaska, FM and the Middleton Island, Alaska, RBN via the Hinchinbrook RR; INT of the NE course of the Hinchinbrook RR and the S course of the Gulkana. Alaska. RR: Gulkana RR: to the Big Delta. Alaska. RR. The airspace within R-2208 shall be used only after obtaining prior approval from the appropriate authority.

B-26 From the Anchorage, Alaska, RR via the Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT of the N course of the Summit RR and the SW course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Fort Yukon, Alaska, RBN, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL from the Anchorage RR to the Fairbanks RR. The airspace within R-2201, R-2203, and R-2207 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed);

B-27 From the Kodiak, Alaska, RR via the INT of the W course of the Kodiak RR and the SE course of the King Salmon, Alaska, RR; King Salmon RR; Bethel, Alaska, RR; Nome, Alaska, RR; to the Kotzebue, Alaska, airport

B-32 From the Anchorage, Alaska, RR via the INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; to the Talkeetna, Alaska, RBN. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

B-38 From the Five Finger, Alaska, USCG RBN via the Gustavus, Alaska, RR; Haines, Alaska, RBN; to the Whitehorse, Yukon Territory, Canada, RR, excluding the portion within Canada.

B-43 From the INT of the N course of the Summit, Alaska, RR and the SW course of the Fairbanks, Alaska, RR via the INT of the N course of the Summit RR and the SE course of the Nenana, Alaska, RR; Nenana RR; to the Fairbanks RR.

B-48 From the Key West, Fla., RBN via the Marathon, Fla., RBN; INT of the 77° bearing from the Marathon RBN and the 153° bearing from the Miami, Fla., RBN; to the Miami RBN.

AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);

B-63 From the Laconia, N. H., RBN via the North Conway, N. H., RBN to the Berlin, N. H., RBN.

B-65 From the Shuyak, Alaska, RBN via the INT of the W course of the Homer, Alaska, RR and the SW course of the Kenai, Alaska, RR to the Homer RR.

B-79 From the United States-Canadian border to the Annette Island, Alaska, RR via a direct bearing from the Sandspit, British Columbia, Canada, RR to the Annette Island RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; to the United States-Canadian border via a direct bearing from Haines RBN to the Pon Lake, Yukon Territory, Canada, RBN, including the additional airspace within 16 miles either side of the airway centerline at and above 24,000 feet MSL.

B-80 From the INT of the NW course of the Unalakleet, Alaska, RR and the S course of the Moses Point, Alaska, RR to the Moses Point RR.

SUBPART C - LOW ALTITUDE VOR FEDERAL AIRWAYS AND CONTROL AREAS

§ 71.121 Designation.

The airspace areas described in this Subpart are designated as low altitude VOR Federal airways and control areas. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.123 Domestic low altitude VOR Federal airways

V-1 From Jacksonville, Fla., via Charleston, S. C.; Myrtle Beach, S C.; Wilmington, N. C.; Kinston, N. C., including a W alternate via INT of Wilmington 352° and Kinston 214° radials; Cofield, N. C.; Norfolk, Va.; Cape Charles, Va., INT of Cape Charles 015° and Salisbury, Md., 206° radials; Salisbury; Waterloo, Del.; INT of Waterloo 023° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Idlewild, N. Y., 159° radials; Idlewild; INT of Idlewild 359° and Trinity, N. Y., 205° radials; Trinity; to Poughkeepsie, N. Y. The airspace within R-4006, the airspace below 2,000 feet MSL outside the United States, and the airspace below 17,000 feet MSL and above 23,000 feet MSL between Jacksonville and Charleston is excluded. The airspace within R-5002 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS Eff. Immed. 12/20/62 27 F.R. 12815 (Changed); Eff. Immed. 2/28/63 28 F.R. 2229 (changed);

V-2 From Seattle, Wash., via Ellensburg, Wash., including an S alternate via INT of Seattle 124° and Ellensburg 274° radials; Ephrata, Wash., including an N alternate from Seattle to Ephrata via Wenatchee, Wash.; Spokane, Wash., including an N alternate; Mullan Pass, Idaho, including an N alternate via INT of Spokane 070° and Mullan Pass 291° radials, and also an S alternate via INT of Spokane 125° and Mullan Pass 260° radials; Missoula, Mont.; Drummond, Mont.; Helena, Mont.; INT of Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT of Bozeman 157° and Livingston, Mont., 261° radials; Livingston; Billings, Mont., including an N alternate from Helena to Billings via INT of Helena 089° and Billings 301° radials, excluding the airspace between the main and this alternate airway; Miles City, Mont.; including an N alternate; Dickinson, N. Dak.; Bismarck, N. Dak., including an N alternate; Jamestown, N. Dak., including an N alternate; Fargo, N. Dak., including an N alternate; Alexandria, Minn., including an N alternate; Minneapolis, Minn.; Nodine, Minn., including an N alternate; Lone Rock, Wis.; INT of Lone Rock 106° and Milwaukee, Wis., 270° radials; Milwaukee; Muskegon, Mich., including an S alternate via INT of Milwaukee 102° and Muskegon 252° radials; Lansing, Mich., including an S alternate via INT of Muskegon 137° and Lansing 277° radials; to Salem, Mich., including an N alternate via the INT of Lansing 091° and Salem 308° radials; INT of Salem 079° and Aylmer, Ont., Canada, 265° radials; Aylmer; INT of Aylmer 087° and Buffalo, N. Y., 259° radials; Buffalo; Rochester, N. Y.; Syracuse, N. Y.; including an N alternate via INT of Rochester 064° and Syracuse 283° radials; Utica, N. Y.; INT of Albany 094° and Gardner, Mass., 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed); 12/12/63 28 F. R. 9251 (Changed);

V-3 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 205° radials; INT of Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; West Palm Beach, Fla., including an E alternate via INT of Biscayne Bay 021° and West Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT of West Palm Beach 358° and Vero Beach 143° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville, including an E alternate via INT of Daytona Beach 360° and Jacksonville 144° radials; Brunswick, Ga., including a W alternate via INT of Jacksonville 354° and Brunswick 238° radials; Savannah, Ga., including an E alternate from Jacksonville to Savannah via INT of Jacksonville 027° and Savannah 180° radials; Vance, S. C.; Florence, S. C.; Pinehurst, N. C.; Raleigh, N. C., including an E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; INT of Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Brooke, Va., 8 miles wide via INT of Brooke 014° and Westminster, Md., 195° radials; to Westminster; thence via INT of Westminster 065° and West Chester, Pa., 250° radials; West Chester; Solberg, N. J.; INT of the Huguenot, N. Y., 144° and Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.; INT of Hartford 044° radial with Gardner, Mass., direct radial to Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; INT of Bangor 039° and Houlton, Maine, 203° radials; Houlton; to Presque Isle, Maine.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-4 From Neah Bay, Wash., RBN via Port Angeles, Wash.; INT of Port Angeles 090° and Seattle, Wash., 322° radials; Seattle; Yakima, Wash., including an S alternate from Seattle to Yakima via INT of Seattle 163° and Olympia, Wash., 084° radials, excluding the airspace between the main and this alternate airway; INT of Olympia 084° and Seattle 124° radials; Pendleton, Oreg.; Baker, Oreg.; Boise, Idaho (12 miles wide from 45 nmi., from Baker to 45 nmi., from Boise), including an S alternate (13 miles wide from 45 nmi., from Baker to 45 nmi., from Boise); INT of Boise 130° and Burley, Idaho, 292° radials; Burley; Malad City, Idaho; Rock Springs, Wyo., including an S alternate via Fort Bridger, Wyo.; Cherokee, Wyo., including an N alternate via INT of Rock Springs 053° and Cherokee 286° radials; Laramie, Wyo.; Denver, Colo., including an N alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.; Goodland, Kans., including an N alternate via INT of Thurman 085° and Goodland 304° radials; Hill City, Kans., including an N alternate; Russell, Kans.; Salina, Kans.; Topeka, Kans., including an S alternate via INT of Salina 095° and Topeka 236° radials; Kansas City, Mo., including an N alternate and also an S alternate via INT of Topeka 099° and Kansas City 231° radials; Marshall, Mo.; Hallsville, Mo., including an N alternate from Kansas City to Hallsville via INT of Kansas City 076° and Hallsville 292° radials; St. Louis, Mo., including an N alternate; Troy, Ill.; Centralia, Ill.; Evansville, Ind., including an S alternate; INT of Evansville 080° and Louisville, Ky., 269° radials; Louisville, including an N alternate from Evansville to Louisville; Lexington, Ky., including an N alternate via INT of Louisville 081° and Lexington 303° radials and also an S alternate via INT of Louisville 113° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including an S alternate via INT of Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; to Herndon, Va. The airspace within R-6705 is excluded

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); 6/27/63 28 F R. 4506 (Changed);

V-5 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including a W alternate; Macon, Ga.; McDonough, Ga., including an E alternate from Jacksonville to McDonough via INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin, and INT of Dublin 330° and McDonough 119° radials, Chattanooga, Tenn., including an E alternate from McDonough to Chattanooga via Rex, Ga., and INT of Rex 345° and Chattanooga 118° radials; Nashville, Tenn., including an E alternate via INT of Chattanooga 333° and Nashville 117° radials; Bowling Green, Ky.; New Hope, Ky., including an E alternate from Nashville to New Hope via INT of Nashville 029° and New Hope 202° radials; Louisville, Ky., Cincinnati, Ohio; INT of Cincinnati 045° and Appleton, Ohio, 244° radials; Appleton; Mansfield, Ohio; Cleveland, Ohio; to London, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 6/27/63 28 F. R. 4126 (Changed); 10/17/63 28 F. R. 9286 (Changed);

V-6 From INT of Oakland, Calif., 221° and Point Reyes, Calif., 161° radials via Oakland; INT of Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including an S alternate via INT of Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; Reno, Nev., including an N alternate from Sacramento to Reno via INT of Sacramento 038° and Reno 257° radials; Lovelock, Nev., including an S alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including an N alternate via INT of Lovelock 053° and Battle Mountain 264° radials; INT of Battle Mountain 062° and Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; Fort Bridger, Wyo., including an N alternate via INT of Ogden 052° and Fort Bridger 278° radials; Rock Springs, Wyo., including an N alternate via INT of Fort Bridger 064° and Rock Springs 284° radials; Cherokee, Wyo., including an N alternate via INT of Rock Springs 053° and Cherokee 286° radials; Medicine Bow, Wyo., including an N alternate; INT of Medicine Bow, 106° and Sydney, Nebr., 293° radials (14-mile-wide airway from 45 nmi from Medicine Bow to 45 nmi from Sydney); Sidney; North Platte, Nebr., including an N alternate; Grand Island, Nebr., including an N alternate via INT of North Platte 073° and Grand Island 288° radials; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; South Bend, Ind.; INT of South Bend 092° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio; Youngstown, Ohio; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; INT of Selinsgrove 083° and Ravine, Pa., 040° radials; Allentown, Pa.; Solberg, N. J.; INT of Solberg 094° and Idlewild, N. Y., 258° radials; to Idlewild. The airspace within R-4803 is excluded.

AMENDMENTS 3/7/63 28 F.R. 719 (Changed); 6/27/63 28 F.R. 3779 (Changed);
Eff. Immediately (12/20/63) 28 F. R. 14421 (Changed);

V-7 From Miami, Fla., via Fort Meyers, Fla.; Lakeland, Fla.; Cross City, Fla.; INT of Cross City 310° and Tallahassee, Fla., 137° radials; Tallahassee; Dothan, Ala., including a W alternate from Cross City to Dothan via INT of Cross City 287° and Marianna, Fla., 141° radials and Marianna, excluding the airspace between the main and this alternate airway S of V-22N; INT of Dothan 333° and Montgomery, Ala., 130° radials; Montgomery; INT of Montgomery 308° and Birmingham, Ala., 180° radials; Birmingham; Muscle Shoals, Ala.; Graham, Tenn., including an E alternate from Birmingham to Graham via INT of Huntsville, Ala., 264° and Graham 158° radials; Nashville, Tenn.; Central City, Ky.; Evansville, Ind.; Lewis, Ind.; Terre Haute, Ind., including a W alternate via INT of Evansville 001° and Terre Haute 215° radials; Westpoint, Ind.; Lafayette, Ind.; Chicago Heights, Ill.; INT of Chicago Heights 358° and Milwaukee, Wis., 137° radials; Milwaukee, including an E alternate via INT of Chicago Heights 013° and Milwaukee 137° radials; Green Bay, Wis., 1,200 feet AG to Escanaba, Mich., via Menominee, Mich. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed); 2/7/63 27 F.R. 12258 (Changed); 5/30/63 28 F.R 3443 (Changed);
AMENDMENTS 6/27/63 28 F. R. 4752 (Changed);

V-8 From INT of Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials via Long Beach; Ontario, Calif.; Hector, Calif.; Goffs, Calif., INT of Goffs 033° Mormon Mesa, Nev., 196° radials; Mormon Mesa (12 miles wide from 45 nmi NE of Goffs to INT of Goffs 033° and Mormon Mesa 196° radials, 14 miles wide to 55 nmi SSW of Mormon Mesa, 12 miles wide to 45 nmi SSW of Mormon Mesa), including an N alternate from Long Beach to Mormon Mesa via INT of Long Beach 024°, Los Angeles 061° and Daggett, Calif., 234° radials (Hawkins INT); Daggett (14 miles wide from Hawkins INT to 60 nmi from Daggett, 13 miles wide from 60 to 55 nmi from Daggett, 12 miles wide from 55 to 50 nmi from Daggett, 11 miles wide from 50 to 45 nmi from Daggett); Las Vegas, Nev.; INT of Las Vegas 045° and Mormon Mesa 227° radials; Bryce Canyon, Utah, including a N alternate from INT Morman Mesa 059° and Cedar City, Utah, 197° radials to Bryce Canyon, Utah, via Cedar City and INT Cedar City 004° and Bryce Canyon 292° radials (the airspace between the main and this alternate airway is excluded); Hanksville, Utah, including an S alternate; Grand Junction, Colo., including an S alternate; to Kremmling, Colo., including an S alternate. From INT of Denver, Colo., 277° and Gill, Colo., 222° radials via Denver; Akron, Colo., including an S alternate via INT of Denver 101° and Akron 238° radials; Hayes Center, Nebr., including an N alternate via INT of Akron direct radial to North Platte, Nebr., with Hayes Center 276° radial and also an S alternate via INT of Akron 094° radial with Hayes Center direct radial to Thurman, Colo.; Grand Island, Nebr., including an N alternate via INT of Hayes Center 059° radial with Grand Island direct radial to North Platte and also an S alternate; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; INT of Cordova 088° and Joliet, Ill., 316° radials; Joliet; Chicago Heights; Goshen, Ind.; Findlay, Ohio (12 miles wide from 45 nmi from Goshen to 45 nmi from Findlay); Ohio; Briggs, Ohio; INT of Briggs direct radial to Wheeling, W. Va., with Imperial, Pa., direct radial to Tiverton, Ohio; Pittsburgh, Pa.; Indian Head, Pa.; Martinsburg, W. Va.; INT of Herndon, Va. 048° and Washington, D. C., 324° radials; to Washington, including an N alternate from INT of Martinsburg 297° and Grantsville, Md. 086° radials, via Hagerstown, Md., to INT of Washington 324° and Herndon 048° radials.

AMENDMENTS 12/12/62 27 F.R. 11038 (Rerun); 12/12/62 27 F.R. 12439 (Changed); 2/7/63 28 F.R 178 (Changed); 3/7/63 28 F.R. 722 (Changed); 4/4/63 28 F.R. 967 (Changed); 4/4/63 28 F.R. 1533 (Changed); 6/27/63 28 F R. 4126 (Changed);

V-9 From New Orleans, La., via McComb, Miss., including a W alternate via INT of New Orleans 326° and McComb 199° radials and also an E alternate from New Orleans to McComb via Picayune, Miss.; Jackson, Miss., including an E alternate and also a W alternate via INT of McComb 348° and Jackson 224° radials; Greenwood, Miss., including an E alternate and also a W alternate; Memphis, Tenn., including an E alternate via INT of Greenwood 027° and Memphis 168° radials and also a W alternate; Malden, Mo., including a W alternate via INT of Memphis 345° and Malden 195° radials; Farmington, Mo., including a W alternate; St. Louis, Mo., including a W alternate; Capital, Ill., including a W alternate; Pontiac, Ill.; Joliet, Ill.; Naperville, Ill.; INT of Naperville 317° and Milwaukee, Wis., 198° radials; Milwaukee; Oshkosh, Wis.; to Green Bay, Wis.

AMENDMENTS 12/12/62 27 F.R. 11038 (Rerun); 2/7/63 27 F.R. 12926 (Changed);
AMENDMENTS 6/27/63 28 F. R. 4163 (Changed); 12/12/63 28 F. R. 11347 (Changed);

V-10 From Pueblo, Colo., via Lamar, Colo.; Garden City, Kans., including an N alternate via INT of Lamar 076° and Garden City 296° radials; Dodge City, Kans.; Hutchinson, Kans., including an S alternate via INT of Dodge City 099° radial with Hutchinson direct radial to Liberal, Kans., and also an N alternate via INT of Dodge City 060° and Hutchinson 296° radials, excluding the airspace between the main and this alternate airway; Emporia, Kans.; Kansas City, Mo., including an N alternate from Emporia to Kansas City via Topeka, Kans.; Kirksville, Mo.; Burlington, Iowa, including an S alternate; Bradford, Ill., including an N alternate; INT of Bradford 050° and Naperville, Ill., 254° radials; Naperville; South Bend, Ind., including an N alternate from Naperville to South Bend via INT of Naperville 075° and South Bend 290° radials; Litchfield, Mich.; INT of Litchfield 107° and Carleton, Mich., 247° radials; Carleton, INT of Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; to Youngstown.

AMENDMENTS 12/12/62 27 F.R. 11038 (Rerun); 12/12/62 27 F.R. 12438 (Changed);

V-11 From Mobile, Ala., via Laurel, Miss., to Jackson, Miss. From Memphis, Tenn., via Dyersburg, Tenn., including a W alternate via INT of Memphis 345° and Dyersburg 235° radial; Paducah, Ky., including an E alternate from Memphis to Paducah via INT of Memphis 066° and Holly Springs, Miss., 028° radials; INT of Holly Springs, 028° and Paducah 179° radials; INT of Paducah 039° and Evansville, Ind., 227° radials; Evansville; Scotland, Ind., including an E alternate via INT of Evansville 049° and Scotland 188° radials; Indianapolis, Ind., including an E alternate via INT of Scotland 047° and Indianapolis 185° radials, and also a W alternate via INT of Scotland 011° and Indianapolis 230° radials; Fort Wayne, Ind., including an E alternate via INT of Indianapolis 069° and Shelbyville, Ind., 006° radials, and INT of Shelbyville 006° radial with Indianapolis direct radial to Fort Wayne and also a W alternate via INT of Indianapolis 022° and Fort Wayne 233° radials; to Salem, Mich.

AMENDMENTS 12/12/62 27 F.R. 11038 (Rerun); 6/27/63 28 F. R. 4163 (Changed); 12/12/63 28 F. R. 11347 (Changed);

V-12 From Santa Barbara, Calif., via INT of Santa Barbara 091° and Fillmore, Calif.; 310° radials; Fillmore; Palmdale, Calif.; Hector, Calif.; Needles, Calif.; including an N alternate from Hector to Needles via Goffs, Calif.; INT of Needles 077° and Drake, Ariz., 274° radials; Drake; Winslow, Ariz.; including an S alternate from Needles to Winslow via Prescott, Ariz., and INT of Prescott 095° and Winslow 248° radials, excluding the airspace between the main and this alternate airway; Zuni, N. Mex.; including an S alternate via INT of Winslow 109° and Zuni 252° radials; Grants, N. Mex.; including an S alternate via Zuni 108° and Grants 252° radials; Albuquerque, N. Mex.; Otto, N. Mex.; Anton Chico, N. Mex., including an S alternate from Albuquerque to Anton Chico via INT of Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex., including an N alternate via INT of Anton Chico 067° and Tucumcari 291° radials; Amarillo, Tex., including an N alternate and also an S alternate via INT of Texico, N. Mex., 021° and Amarillo 252° radials; Gage, Okla., including an N alternate; Anthony, Kans.; Wichita, Kans., including an N alternate from Gage to Wichita via INT of Gage direct radial to Hutchinson, Kans., with Anthony, direct radial to Dodge City, Kans., and also an S alternate from Anthony to Wichita via INT of Anthony 060° and Wichita 190° radials; Emporia, Kans., including an N alternate via INT of Wichita direct radial to INT of Hutchinson 062° and Topeka, Kans., 236° radials with Emporia direct radial to Hutchinson; INT of Topeka 099° radial with Emporia direct radial to Kansas City, Mo.; INT of Topeka 099° and Blue Springs, Mo., 268° radials; Blue Springs; Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo., including an S alternate; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind., including an S alternate via INT of Lewis 087° and Shelbyville 235° radials; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including an N alternate from Dayton to Appleton via INT of Dayton 068° and Rosewood, Ohio, 083° radials and also an S alternate via INT of Dayton 099° and Appleton 244° radials; Newcomerstown, Ohio; Wheeling, W. Va.; Pittsburgh, Pa.; Johnstown, Pa., including an S alternate via INT of Pittsburgh 120° and Johnstown 250° radials; Harrisburg, Pa., including an S alternate from Johnstown to Harrisburg via St. Thomas, Pa.; West Chester, Pa.; to INT of West Chester direct radial to Coyle, N. J., and Woodstown, N. J., 043° radial.

V-13 From Houston, Tex., via Lufkin, Tex., including an E alternate via Daisetta, Tex., and also a W alternate via INT of Houston 353° and Lufkin 223° radials; Shreveport, La., including an E and a W alternate; Texarkana, Ark., including a W alternate via INT of Shreveport 275° and Texarkana 184° radials; Page, Okla.; Fort Smith, Ark., including a W alternate via INT of Page 007° and Fort Smith 223° radials; Fayetteville, Ark.; Neosho, Mo.; Butler, Mo., including a W alternate; Kansas City, Mo., including an E alternate via INT of Butler 013° and Kansas City 157° radials; Lamoni, Iowa, including an E alternate via INT of Kansas City 035° and Lamoni 174° radials; Des Moines, Iowa, including an E and a W alternate; Mason City, Iowa, including an E alternate and also a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT of Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and this alternate airway; Duluth, Minn.; to Lakehead, Ontario, Canada. The airspace that lies outside the United States and the airspace at and below 1,200 feet above the surface between Duluth and Lakehead is excluded. The airspace within R-2401 is excluded from the W alternate. The airspace of the main airway that lies within R-2401 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 4/4/63 28 F.R 907 (Changed); 1/9/64 28 F. R. 12251 (Changed);

V-14 From Roswell, N. Mex., via Lubbock, Tex.; Childress, Tex., including an S alternate via INT of Lubbock 086° and Childress 229° radials; Hobart, Okla.; Oklahoma City, Okla., including an S alternate via INT of Hobart, 076° and Oklahoma City, 202° radials; Tulsa, Okla., including an N alternate via INT of Oklahoma City 037° and Tulsa 261° radials, and also an S alternate via INT of Oklahoma City 107° and Tulsa 228° radials; Neosho, Mo., including an N alternate and also an S alternate via INT of Tulsa 088° and Neosho 223° radials; Springfield, Mo., including an N alternate via INT of Neosho 044° and Springfield 261° radials and also an S alternate via INT of Neosho 074° radial with Springfield direct radial to Fayetteville, Ark.; Vichy, Mo., including an N alternate; St. Louis, Mo., including an N alternate and also an S alternate via INT of Vichy 069° and St. Louis 219° radials; Vandalia, Ill., including an N alternate via INT of St. Louis 062° and Vandalia 273° radials; Terre Haute, Ind.; Indianapolis, Ind., including an N alternate and an S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 054° and Findlay, Ohio, 249° radials; Findlay; Attica, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa., including an N alternate from Cleveland to Erie, via INT of Cleveland 049° radial and Carleton, Mich., direct radial to Jefferson; Dunkirk, N. Y.; Buffalo, N. Y., including an N alternate from Erie to Buffalo via INT of Erie 043° and Buffalo 242° radials; Geneseo, N. Y.; Georgetown, N. Y.; INT of Georgetown 093° and Albany, N. Y., 270° radials; Albany; INT of Albany 094° and Gardner, Mass.; 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to INT of Gardner 132° and Boston, Mass., 223° radials.

AMENDMENTS 5/2/63 28 F.R 2671 (Changed);

V-15 From Galveston, Tex., via Houston, Tex.; College Station, Tex., including a W alternate from Houston to College Station via INT of Houston 290° and College Station 152° radials; Waco, Tex., including a W alternate via INT of College Station 307° and Waco 173° radials; Dallas, Tex., including an E alternate and also a W alternate from Waco, to INT of Britton, Tex., 091° and Dallas 202° radials via INT of Waco 353° and Britton, Tex., 264° radials; Britton; INT of Britton 091° and Dallas 202° radials; Ardmore, Okla., including a W alternate via INT of Dallas 324° and Ardmore 176° radials; Okmulgee, Okla., including an E alternate and also a W alternate via INT of Oklahoma City, Okla., 107° and Tulsa, Okla., 228° radials; INT of Tulsa 088° and Neosho, Mo., 223° radials; to Neosho. From Kansas City, Mo., via St. Joseph, Mo., including an E alternate via INT of Kansas City 020° and St. Joseph 132° radials; INT of St. Joseph 343° and Neola, Iowa, 157° radials; Neola, including an E alternate via INT of St. Joseph 358° and Neola 142° radials; INT of Neola 322° and Sioux City, Iowa, 160° radials; Sioux City; INT of Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a W alternate via INT of Sioux Falls 288° and Huron 140° radials; Aberdeen, S. Dak., including a W alternate; Bismarck, N. Dak., including a W alternate; to Minot, N. Dak., including a W alternate via INT of Bismarck 333° and Minot 197° radials. The airspace within R-6310 is excluded.

AMENDMENTS Eff. Immed. 2/28/63 28 F.R. 2229 (Changed); (Eff. on publ.) 7/20/63 28 F R 7424 (Changed).

V-16 From Los Angeles, Calif., via Ontario, Calif.; INT of Ontario 091° and Blythe, Calif., 288° radials; Blythe (12-mile-wide airway from 45 nmi from Ontario to 55 nmi from Ontario, 14-mile-wide airway from 55 nmi from Ontario to 55 nmi from Blythe, 12-mile-wide airway from 55 nmi from Blythe to 45 nmi from Blythe); Buckeye, Ariz., Phoenix, Ariz.; INT of Phoenix 161° radial with Casa Grande, Ariz., direct radial to San Simon, Ariz.; Tucson, Ariz.; Cochise, Ariz.; including an S alternate via INT of Tucson 121° and Cochise 257° radials; Columbus, N. Mex.; El Paso, Tex., including an N alternate; via the INT of Columbus 075° and El Paso 286° radials; Salt Flat, Tex.; Wink, Tex., including an N alternate; INT of Wink 066° and Big Spring, Tex., 260° radials; Big Spring, including an S alternate from Wink to Big Spring via Midland, Tex.; Abilene, Tex.; Mineral Wells, Tex., including an N alternate; INT of Mineral Wells 078° and Dallas, Tex., 252° radials; Dallas, including an S alternate via INT of Mineral Wells 094° and Dallas 229° radials; Sulphur Springs, Tex.; Texarkana, Ark., including an N alternate via INT of Sulphur Springs 060° and Texarkana 272° radials, and also an S alternate via INT of Sulphur Springs 090° with Quitman, Tex., direct radial to Texarkana; Pine Bluff, Ark., including an S alternate via INT of Texarkana 090° and Pine Bluff 233° radials; INT of Pine Bluff 067° and Memphis, Tenn., 241° radials; Memphis, including an N alternate via INT of Pine Bluff 052° and Memphis 276° radials and also an S alternate via INT of Pine Bluff 082° and Memphis 225° radials; Jacks Creek, Tenn.; Graham, Tenn., including an S alternate from Memphis to Graham via INT of Memphis 081° and Graham 238° radials; Nashville, Tenn., including an N alternate via INT of Jacks Creek, 044° and Nashville 284° radials; Crossville, Tenn., including an S alternate, and also an N alternate via INT of Nashville 079° and Crossville 298° radials; Knoxville, Tenn., including an S alternate via INT of Crossville 100° and Knoxville 247° radials; Holston Mountain, Tenn., including an S alternate via INT of Knoxville 090° and Holston Mountain 235° radials; Pulaski, Va., including an N alternate from Knoxville to Pulaski via INT of Knoxville 050° and Blackford, Va., 246° radials and Blackford; Roanoke, Va., INT of Montebello, Va., 180° and Gordonsville, Va., 247° radials; Gordonsville; including an N alternate from Roanoke to Gordonsville via INT of Roanoke 035° radial with Montebello direct radial to Clifdale, Va., and Montebello; Nottingham, Md.; 8 miles wide to Kenton, Del.; thence via Millville, N. J.; Coyle, N. J.; INT of Coyle 057° and Riverhead, N. Y., 218° radials; Riverhead; Norwich, Conn.; to Boston, Mass. The airspace within Mexico is excluded.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); Eff. Immed. 2/28/63 28 F.R. 2229 (Changed);
AMENDMENTS 5/30/63 28 F.R. 3585 (Changed); 8/22/63 28 F. R. 6873 (Changed);
AMENDMENTS 10/17/63 28 F. R. 8400 (Changed); 10/17/63 28 F. R. 9200 (Changed);
AMENDMENTS 12/12/63 28 F. R. 11347 (Changed); 1/9/64 28 F. R. 12342 (Changed);

PENDING AMENDMENT
In V-16 "INT of Ontario 091° and Blythe, Calif., 288° radials;" is deleted and "INT Ontario 091° and Blythe, Calif., 284° radials;" is substituted therefor.
3/5/64 28 F. R. 14420 (Changed);

V-17 From Laredo, Tex., via Cotulla, Tex.; INT of Cotulla 041° and San Antonio, Tex., 183° radials; San Antonio; Austin, Tex., including a W alternate via INT of San Antonio 002° and Austin 237° radials and also an E alternate via INT of San Antonio 057° and Austin 198° radials; Waco, Tex., including an E alternate via INT of Austin 046° and Waco 173° radials; INT of Waco 315° and Mineral Wells, Tex., 197° radials; Mineral Wells; Bridgeport, Tex.; Duncan, Okla.; INT of Duncan 011° and Oklahoma City, Okla., 180° radials; Oklahoma City; Gage, Okla., including a W alternate via INT of Oklahoma City 282° and Gage 133° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; to Goodland, Kans., including a W alternate.

AMENDMENTS 12/12/63 28 F. R. 11347 (Changed); 1/9/64 28 F. R. 12342 (Changed); Alteration of Amend. 28 F. R. 14420

V-18 From Dallas, Tex., via Quitman, Tex.; Shreveport, La., including an S alternate via INT of Quitman 109° and Shreveport 246° radials; Monroe, La., including an N alternate and also an S alternate via INT of Shreveport 117° and Monroe 268° radials; Jackson, Miss., including an N alternate and also an S alternate via INT of Monroe 110° and Jackson 248° radials; Meridian, Miss., including an N alternate and also an S alternate via INT of Jackson direct radial to Laurel, Miss., and Meridian 262° radial; INT of Meridian 057° and Birmingham, Ala., ILS localizer SW course; INT of Birmingham ILS localizer SW course and Anniston, Ala., 265° radial; Anniston, including an N alternate from Meridian to Anniston via INT of Meridian 040° and Tuscaloosa, Ala., 239° radials, Tuscaloosa and Birmingham; INT of Anniston 099° and Atlanta, 267° radials, Atlanta, McDonough, Ga.; INT of McDonough 088° and Augusta, Ga., 263° radials; Augusta, including an N alternate from Anniston to Augusta via INT of Anniston 084° and Rex, Ga., 270° radials; Rex; INT of Rex 090° and Augusta 278° radials, excluding the airspace between the main and this alternate airway; INT of Augusta 157° and Allendale, S. C., 262° radials; Allendale; to Charleston, S. C., including an S alternate via INT of Allendale 117° and Charleston 262° radials.

AMENDMENTS 5/2/63 28 F.R. 2308 (Changed); 12/12/63 28 F. R. 11347 (Changed);

V-19 From Newman, Texas, to INT of Newman 287° and Truth or Consequences, N. Mex., 159° radials, thence 14-mile wide airway via Truth or Consequences 159° radial for a distance of 34 nautical miles, thence via Truth or Consequences; INT of Truth or Consequences 028° and Socorro, N. Mex., 189° radials; Socorro; INT of Socorro 015° and Albuquerque, N. Mex., 160° radials; Albuquerque, including a W alternate via INT of Socorro 333° and Albuquerque 210° radials; Santa Fe, N. Mex., including a W alternate via Albuquerque 026° and Santa Fe 253° radials; Las Vegas, N. Mex., Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT of Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an E alternate; INT of Kiowa 005° and Denver, Colo., 101° radials; Denver; Cheyenne, Wyo.; Douglas, Wyo., including an E alternate; Casper, Wyo., including an E alternate; Crazy Woman, Wyo., including an E alternate via INT of Casper 007° and Crazy Woman 146° radials; Sheridan, Wyo., including an E alternate; Billings, Mont., including an E alternate; INT of Billings 347° and Lewistown, Mont., 104° radials; Lewistown; to Great Falls, Mont., including a W alternate via INT of Lewistown 274° and Great Falls 122° radials. The portion of this airway within R-5111 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/1/63 28 F.R. 6495 (Changed);

V-20 From Laredo, Tex., via Alice, Tex.; Corpus Christi, Tex.; INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios, including an N alternate via INT of Corpus Christi 039° and Palacios 241° radials; Houston, Tex., including an N alternate via INT of Palacios 016° and Houston 255° radials; Beaumont, Tex., including an N alternate via INT of Houston 045° and Beaumont 273° radials; Lake Charles, La., including an N alternate via INT of Beaumont 058° and Lake Charles 272° radials and also an S alternate from Houston to Lake Charles via INT of Houston 090° and Sabine Pass, Tex., 265° radials, and Sabine Pass; Lafayette, La., including an N alternate via INT of Lake Charles 058° and Lafayette 285° radials; New Orleans, La., including an S alternate via Tibby, La.; INT of New Orleans 070° and Gulfport, Miss., 247° radials; Gulfport; Mobile, Ala., including an N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this alternate airway; Evergreen, including an N alternate via INT of Mobile 015° and Evergreen 247° radials and also an S alternate (S alternate 8 miles wide Mobile to Evergreen); Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga., including an N alternate from Montgomery to Atlanta via Montgomery 028° and Atlanta 248° radials; Rex, Ga.; Royston, Ga.; Spartanburg, S. C. including an N alternate from Atlanta to Spartanburg, via Norcross, Ga., and INT of Norcross 054° and Spartanburg 249° radials, excluding the airspace between the main and this alternate; Greensboro, N. C.; South Boston, Va.; Richmond, Va., including an N alternate via INT of South Boston 042° and Flat Rock, Va., 234° radials, and Flat Rock; to INT of Richmond 039° and Brooke, Va., 131° radials.

AMENDMENTS 1/10/63 27 F.R. 11940 (Changed); Eff. Immed. 2/28/63 28 F.R. 2229 (Changed); 4/4/63 28 F.R. 907 (Changed); 6/27/63 28 F.R. 4126 (Changed); 6/27/63 28 F.R. 4506 (Changed); 12/12/63 28 F. R. 11260 (Changed);

V-21 From INT of Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials via Long Beach; Ontario, Calif.; Hector, Calif.; Boulder, Nev. (12 miles wide from 45 nmi NE of Hector to 45 nmi SW of Boulder), including a W alternate from INT of Hector 228° and Daggett, Calif., 187° radials via Daggett to INT of Daggett 062° and Hector 047° radials; Mormon Mesa, Nev.; Milford, Utah, including a W alternate and also an E alternate from Morman Mesa via INT Morman Mesa 059° and Cedar City, Utah, 197° radials, and Cedar City; Delta, Utah, including a W alternate; Provo, Utah, including a W alternate via INT of Delta 004° and Provo 219° radials; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Idaho Falls, Idaho; Dubois, Idaho, including an E alternate via INT of Idaho Falls 030° and Dubois 155° radials; Dillon, Mont.; Whitehall, Mont.; Helena, Mont.; INT of Helena 352° and Great Falls, Mont., 222° radials; Great Falls; Cut Bank, Mont., including an E alternate and also a W alternate from Helena to Cut Bank direct; to United States-Canadian Border via Cut Bank 348° radial.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed); 6/27/63 28 F. R. 4126 (Changed);

V-22 From Houston, Tex., via INT of Houston 090° and Sabine Pass, Tex., 265° radials; Sabine Pass; Tibby, La.; New Orleans, La.; INT of New Orleans 085° and Brookley, Ala., 240° radials; Brookley; Pensacola (Saufley Field), Fla.; Crestview, Fla.; Marianna, Fla.; INT of Marianna, 141° and Tallahassee, Fla., 267° radials; Tallahassee; Taylor, Fla., including an N alternate from Marianna to INT of Tallahassee 090° and Cross City, Fla., 325° radials via INT of Marianna 093° and Albany 160° radials, excluding the airspace between the main and this alternate airway; Jacksonville, Fla., including an N alternate from Taylor to Jacksonville via INT of Taylor 065° and Jacksonville 289° radials. The airspace within R-2915 is excluded.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed);
PENDING AMENDMENT
In V-22 "Tibby, La.;" is deleted and "White Lake, La.; Tibby, La.;" is substituted therefor.
3/5/64 28 F. R. 14420 (Changed);

V-23 From San Diego, Calif., via Oceanside, Calif.; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; 8 miles wide to Long Beach; thence 4 miles on the NE and 5 miles on the SW of the centerline to INT of Long Beach 287° and Los Angeles, Calif., 138° radials; thence Los Angeles; Gorman, Calif.; Bakersfield, Calif., including an E alternate from Los Angeles to Bakersfield via INT of Los Angeles 357° and Lake Hughes, Calif., 154° radials, Lake Hughes, and INT of Lake Hughes 344° and Bakersfield 137° radials; Fresno, Calif., including an E alternate from Bakersfield to Fresno via Porterville, Calif., and INT of Porterville 339° and Fresno 140° radials; INT of Fresno 322° and Linden, Calif., 140° radials; Linden (8 miles wide from 40 nmi., from Linden to Linden); Sacramento, Calif., including a W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; INT of Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; Fort Jones, Calif.; Medford, Oreg., including an E alternate via INT of Fort Jones 042° and Medford 157° radials, and also a W alternate via INT of Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and this alternate; Eugene, Oreg., including an E alternate and also a W alternate from Medford to Eugene via Roseburg, Oreg., and INT of Roseburg 003° and Eugene 187° raidals; Portland, Oreg., including an E alternate and also a W alternate from Eugene to Portland via INT of Eugene 346° and Newberg, Oreg., 204° radials, and Newberg; INT of Portland 353° and Seattle, Wash., 197° radials; Seattle; Paine Field, Wash.; Bellingham, Wash.; to United States-Canadian Border via Bellingham direct radial to Vancouver, British Columbia, Canada. The airspace below 2,000 feet MSL outside the United States, and the airspace within R-2528 is excluded. The airspace within R-5703 and R-6703 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/10/63 27 F.R. 11497 (Changed); 3/7/63 28 F.R. 722 (Changed); 4/4/63 28 F.R. 1419 (Changed);
5/2/63 28 F.R. 1718 (Changed); 6/27/63 28 F.R. 4347 (Changed); 6/27/63 28 F.R. 4552 (Changed);
(eff. date 6/27/63 extended to 7/25/63 28 F.R. 5187); 10/17/63 28 F. R. 8282 (Changed); (Amend. Alteration)
Date Changed 11/14/63 28 F. R. 9809 (Changed);

V-24 From Aberdeen, S. Dak., via Watertown, S. Dak., including an N alternate; Redwood Falls, Minn., including an N alternate via INT of Watertown 086° and Redwood Falls 305° radials; Rochester, Minn.; to Lone Rock, Wis., including an S alternate from Rochester to Lone Rock via Waukon, Iowa.

V-25 From San Diego, Calif., via Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, to INT Long Beach 287° and Los Angeles 138° radials via Long Beach; INT Los Angeles 257° and Ventura, Calif., 155° radials; 8 miles wide via Ventura to INT Ventura 331° and Santa Barbara, Calif., 109° radials; thence Santa Barbara; Paso Robles Calif., including a W alternate from Santa Barbara to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; INT of Paso Robles 317° and Salinas, Calif., 147° radials; Salinas including an E alternate from Paso Robles to Salinas via INT of Paso Robles 332° and Salinas 131° radials; INT of Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.; INT of San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Red Bluff, Calif.; INT of Red Bluff 015° and Klamath Falls, Oreg., 181° radials; Klamath Falls; Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an E alternate via INT of The Dalles 032° and Yakima 183° radials; INT of Yakima 304° and Ellensburg, Wash., 191° radials; Ellensburg; to Wenatchee, Wash. The airspace below 2,000 feet MSL outside the United States and the airspace more than 4 miles NE of the airway centerline between Long Beach and INT of Long Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2504, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 3/7/63 28 F.R. 722 (Changed); 4/4/63 28 F.R. 1419 (Changed);
12/12/63 28 F. R. 11615 (Changed);
PENDING AMENDMENT
In V-25 "The airspace within R-2504, R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the ramaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority." is deleted and "The airspace within R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2504, R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority." is substituted therefor.
2/6/64 28 F. R. 13742 (Changed);

V-26 From Myton, Utah, via Cherokee, Wyo.; Casper, Wyo.; Rapid City, S. Dak.; Philip, S. Dak., including an N alternate via INT of Rapid City 049° and Philip 282° radials; Pierre, S. Dak., including an S alternate; Huron, S. Dak., including an S alternate via Pierre 106° and Huron 254° radials; Redwood Falls, Minn., including an S alternate; Farmington, Minn.; Eau Claire, Wis.; Wausau, Wis., including an S alternate; Green Bay, Wis., including an S alternate via INT of Wausau 121° and Green Bay 269° radials; INT of Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich.; INT of Carleton, Mich., direct radial to Jefferson, Ohio, and Cleveland, Ohio, direct radial to Windsor, Ont., Canada; Cleveland; INT of Cleveland 214° and Tiverton, Ohio, 343° radials; to Tiverton. The airspace within Canada is excluded.

AMENDMENTS (Eff. Immed.) 2/28/63 28 F.R. 2229 (Changed);

V-27 From San Diego, Calif., via INT San Diego 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 8 miles wide via Ventura, Calif., to INT Ventura 331° and Fillmore, Calif., 268° radials; thence INT Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT of San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT of Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Newport, Oreg.; "Astoria, Oreg. (11 miles wide from 45 nmi from Newport to 45 nmi from Astoria); Olympia, Wash., INT of Olympia 010° and Seattle, Wash., 247° radials; to Seattle, including a W. alternate from Astoria to INT of Olympia 010° and Seattle 247° radials via Hoquiam, Wash., excluding the airspace between the main and this alternate airway. The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2516, R-2520 and W-289, the airspace within R-2519 more than 3 miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL, is excluded. The airspace within R-2527, R-6711 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12438 (Changed); 3/7/63 28 F.R. 722 (Changed); 8/22/63 28 F. R. 6969 (Changed); 11/14/63 28 F. R. 10332 (Changed);

V-28 From Oakland, Calif., via INT of Oakland 077° and Linden, Calif., 246° radials; Linden; INT of Linden 046° and Reno, Nev., 208° radials; to Reno.

V-29 From Snow Hill. Md.. via Salisbury. Md.: INT of Salisbury 340° and Kenton. Del.. 217° radials: Kenton: New Castle, Del.; West Chester, Pa.; Pottstown, Pa.; Allentown, Pa.; Wilkes-Barre, Pa.; Binghampton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT of Watertown 033° and Massena, N. Y., 241° radials; to Massena. The airspace within R-4006 is excluded.

AMENDMENTS (Eff. Immed.) 2/28/63 28 F.R. 2230 (Changed);

V-30 From Milwaukee, Wis., via INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman, including an S alternate via INT of Milwaukee 121° and Pullman 282° radials: Litchfield. Ohio: Waterville. Ohio: Attica, Ohio; Akron, Ohio; INT of Akron 092° and Clarion, Pa., 265° radials; Clarion; Philipsburg, Pa.; Selinsgrove, Pa.; East Texas, Pa.; Colts Neck, N. J.; INT of Colts Neck 089° and Idlewild, N. Y., 195° radials; Idlewild; thence via Idlewild 083° radial for 45 nautical miles; thence 13-mile wide airway to INT of Idlewild 083° and Hampton, N. Y., 223° radials; Hampton; INT of Hampton 059° and Norwich, Conn., 177° radials; to Norwich. The airspace below 2,000 feet MSL outside the United States, and below 3,000 feet MSL south of a line extending from Lat. 40° 40' 00"N, Long. 72° 30' 00"W, to Lat. 40° 38' 20"N, Long. 72° 38' 35"W is excluded.

AMENDMENTS (Eff. immed.) 7/10/63 28 F. R. 7290 (Changed); 1/9/64 28 F. R. 12312 (Changed);

V-31 From INT of Patuxent River, Md., 036° and Nottingham, Md., 128° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Elmira, N. Y., including a W alternate from Selinsgrove to Elmira via INT of Selinsgrove 342° and Elmira 187° radials; INT of Elmira 357° and Rochester, N. Y., 125° radials; to Rochester. The airspace within R-4006 and R-4007 is excluded.

V-32 From Battle Mountain, Nev., via Elko, Nev., including an N alternate via Battle Mountain 062° and Elko 273° radials; Bonneville, Utah, including an N alternate from Elko to Bonneville via Wells, Nev., Salt Lake City, Utah, to Fort Bridger, Wyo.

V-33 From INT of Franklin, Va., 087° and Norfolk, Va., 226° radials, via Harcum, Va.; INT of Harcum 003° and Nottingham, Md., 174° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Philipsburg, Pa.; Bradford, Pa.; to Buffalo, N. Y. The airspace within R-4006 and R-4007 is excluded.

V-34 From Rochester, N. Y., via Ithaca, N. Y.; Hancock, N. Y.; INT of Huguenot, N. Y., 046° and Trinity, N. Y., 295° radials; Trinity; to Riverhead, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from the appropriate authority.

V-35 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 153° radials; Miami; INT of Miami 269° and Fort Myers, Fla., 137° radials, including a W alternate from INT of Miami 153° radial and Miami International Airport Runway 9 left ILS localizer W course to INT of Miami 269° and Fort Myers 137° radials via INT of Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; Fort Myers; St. Petersburg, Fla., including a W alternate; Cross City, Fla., including an E alternate via Gainesville, Fla., and also a W alternate from St. Petersburg to Cross City via INT of St. Petersburg 316° and Cross City 185° radials; INT of Cross City 310° and Tallahassee, Fla., 137° radials; Tallahassee; INT of Tallahassee 353° and Albany, Ga., 176° radials; Albany, including an E alternate via INT of Tallahassee 008° and Albany 160° radials; Macon, Ga., including a W alternate via INT of Albany 010° and Macon 228° radials; Athens, Ga.; Royston, Ga.; Asheville, N. C.; Holston Mountain, Tenn., including an E alternate via INT of Asheville 022° and Holston Mountain 146° radials and also a W alternate via INT of Asheville 300° and Holston Mountain 203° radials; Blackford, Va.; Charleston, W. Va.; INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira, N. Y.; Watkins Glen, N. Y.; to Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed); AMENDMENTS 5/30/63 28 F.R. 3482 (Changed);
AMENDMENTS 8/22/63 28 F. R. 7029 (Changed); Eff. on Publ. 10/4/63 28 F. R. 10703 (Changed)

V-36 From Toronto, Ontario, Canada, via INT of Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo, including an S alternate from Toronto to Buffalo via INT of Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this alternate airway; Elmira, N. Y.; Wilkes-Barre, Pa.; Sparta, N. J.; to Riverhead, N. Y. The airspace within Canada is excluded.

V-37 From Savannah, Ga., via Allendale, S. C., including a W alternate via INT of Savannah 282° and Allendale 194° radials; Columbia, S. C.; Fort Mill, S. C., including a W alternate via INT of Columbia 329° and Fort Mill 209° radials; Pulaski, Va., including a W alternate from Fort Mill to Pulaski via Hickory, N. C.; Elkins, W. Va.; Morgantown, W. Va.; Pittsburgh, Pa.; Ellwood City, Pa.; Erie, Pa.; to Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed);

V-38 From Iowa City, Iowa, via Moline, Ill.; Joliet, Ill.; Peotone, Ill., 8 miles wide to Monterey, Ind.; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; to Elkins, W. Va.

AMENDMENTS 10/17/63 28 F. R. 9428 (Changed);

V-39 From Pinehurst, N. C., via South Boston, Va.; Gordonsville, Va.; INT of Gordonsville 019° and Casanova, Va., 201° radials; Casanova; Herndon, Va., including an E alternate from Gordonsville to Herndon via INT of Herndon 202° and Brooke, Va., 300° radials; Westminster, Md.; Lancaster, Pa.; Allentown, Pa.; Tannersville, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; Concord, N. H.; Kennebunk, Maine; Augusta, Maine; INT of Augusta 025° and Millinocket, Maine, 228° radials; Millinocket; Presque Isle, Maine; to INT of Presque Isle 356° radial and the United States-Canadian border. The airspace within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); 1/10/63 27 F.R. 11938 (Changed);

V-40 From Cleveland, Ohio, via Briggs, Ohio; Imperial, Pa.; to Pittsburgh, Pa.

V-41 From Pittsburgh, Pa., via Imperial, Pa.; INT of Imperial 326° and Youngstown, Ohio, 180° radials; to Youngstown.

V-42 From Flint, Mich., via Windsor, Ont., including an E alternate via INT of Flint 122° and Windsor 344° radials, excluding the airspace between the main and this alternate airway; Cleveland, Ohio, including an E alternate via INT Windsor 131° and Strongsville, Ohio, 342° radials, Strongsville, to INT Strongsville 162° and Akron, Ohio, 289° radials; Akron; Imperial, Pa.; INT of Imperial 074° and Johnstown, Pa., 296° radials; to Johnstown. The airspace within Canada is excluded.

AMENDMENTS (Eff. immed.) 2/28/63 28 F.R. 2230 (Rewritten); 10/17/63 28 F. R. 9429 (Changed);

V-43 From Appleton, Ohio, via Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio; to Erie, Pa.

V-44 From Centralia, Ill.; via Samsville, Ill.; Nabb, Ind.; Falmouth, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; Baltimore, Md.; INT of Baltimore 097° radial and Nottingham, Md., direct radial to Kenton, Del.; Kenton; INT of Kenton 086° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Riverhead, N. Y., 218° radials; to Riverhead. The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Warren Grove, N. J., Restricted Area R-5002 shall be used only after obtaining prior approval from the appropriate authority.

V-45 From New Bern, N. C., via Kinston, N. C.; Raleigh, N. C.; Greensboro, N. C., including an E alternate via INT of Raleigh 305° and Greensboro 051° radials and also a W alternate via Liberty, N. C., and INT of Liberty 114° and Raleigh 240° radials; INT of Greensboro 334° and Hickory, N. C., 049° radials; Pulaski, Va.; Bluefield, W. Va., to Charleston, W. Va. From Waterville, Ohio, via INT of Waterville 329° and Jackson, Mich., 137° radials; Jackson; Lansing, Mich.; to Saginaw, Mich.

V-46 From Idlewild, N. Y., via Deer Park, N. Y.; INT of Deer Park 095° and Hampton, N. Y., 223° radials (Beach INT), including an N alternate from Deer Park to Beach INT via Riverhead, N. Y.; Hampton; INT of Hampton 083° and Nantucket, Mass., 255° radials; thence 14-mile wide airway to INT of Providence, R. I., 153° and Nantucket 255° radials; thence to Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

V-47 From Nabb, Ind., via Cincinnati, Ohio; Rosewood, Ohio, including a W alternate from Cincinnati to INT of Dayton, Ohio, Dayton Airport ILS localizer SW course and Rosewood direct radial to Cincinnati via INT of Cincinnati 006° radial and Dayton Airport ILS localizer SW course; Findlay, Ohio; Waterville, Ohio; INT of Waterville 355° and Salem, Mich., 190° radials, to Salem.

V-48 From Burlington, Iowa, via Peoria, Ill.; to Pontiac, Ill.

V-49 From Bowling Green, Ky., via Mystic, Ky.; to Nabb, Ind.

V-50 From Pawnee City, Nebr., via St. Joseph, Mo.; Kirksville, Mo.; Quincy, Ill., including an S alternate via INT of Kirksville 121° and Quincy 258° radials; Capital, Ill.; Decatur, Ill.; Terre Haute, Ind.; Indianapolis, Ind.; INT of Indianapolis 084° and Dayton, Ohio, 261° radials; Dayton, including an N alternate from Indianapolis to Dayton via INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

V-51 From Key West, Fla., via INT of Miami, Fla., 221° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Miami; Pahokee, Fla.; INT of Pahokee 009° and Vero Beach, Fla., 193° radials; Vero Beach, including an E alternate from Biscayne Bay to Vero Beach via INT of Biscayne Bay 346° and Vero Beach 178° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville; INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including an E alternate and a W alternate; Macon, Ga., including an E alternate from Alma to Macon via INT of Alma 335° and Dublin, Ga., 137° radials and Dublin; McDonough, Ga.; Rex, Ga.; Crossville, Tenn., including an E alternate from INT of Rex 345° and Atlanta, Ga., 007° radials to Crossville via INT of Atlanta 007° and Crossville 143° radials, and a W alternate from McDonough to Crossville via Chattanooga, Tenn.; New Hope, Ky.; Louisville, Ky., including an E alternate from INT of London, Ky., 260° and New Hope 163° radials to Louisville via INT of Lexington, Ky., 213° and Louisville 148° radials, excluding the airspace between the main and this alternate airway; Nabb, Ind.; Shelbyville, Ind.; INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette; to Chicago Heights, Ill. The airspace within W-173 is excluded.

AMENDMENTS 4/4/63 28 F.R. 967 (Changed); 6/27/63 28 F. R. 4126 (Changed);

V-52 From Des Moines, Iowa, via Ottumwa, Iowa, including an S alternate; Quincy, Ill., including an N alternate; St. Louis, Mo., including an N alternate; Troy, Ill.; INT of Troy 099° and Evansville, Ind., 309° radials; to Evansville.

V-53 From Charleston, S. C., via INT of Charleston 300° and Columbia, S. C., 151° radials; Columbia; Spartanburg, S. C.; Asheville, N. C.; Holston Mountain, Tenn.; Whitesburg, Ky.; Lexington, Ky.; Louisville, Ky.; INT of Louisville 333° and Indianapolis, Ind., 170° radials; Indianapolis; Westpoint, Ind.; INT of Westpoint 326° and Peotone, Ill., 153° radials; Peotone; to INT of Peotone 003° and Chicago-O'Hare, Ill., 153° radials; to Chicago-O'Hare.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed); 1/9/64 28 F. R. 12341 (Changed);

V-54 From Quitman, Texas, via Texarkana, Ark.; INT of Texarkana 052° and Little Rock, Ark., 235° radials; Little Rock, including an N alternate via INT of Texarkana 033° and Little Rock 255° radials; INT of Little Rock 077° and Memphis, Tenn., 261° radials; Memphis, including an N alternate via INT of Little Rock 062° and Memphis 276° radials; Muscle Shoals, Ala., including an N alternate via INT of Memphis 081° and Muscle Shoals 297° radials, and also an S alternate from Memphis to Muscle Shoals via INT of Memphis 168° and Holly Springs, Miss., 281° radials; Holly Springs; INT of Holly Springs 099° and Muscle Shoals 255° radials; Huntsville, Ala.; Chattanooga, Tenn., including an N alternate via INT of Muscle Shoals 067° and Chattanooga 282° radials; Spartanburg, S. C.; Fort Mill, S. C.; INT of Fort Mill 069° and Pinehurst, N. C., 281° radials; to Pinehurst.

V-55 From Dayton, Ohio, via Fort Wayne, Ind., including an E alternate via INT of Dayton 343° and Fort Wayne direct radial to Rosewood, Ohio; Goshen, Ind., including a W alternate via INT Fort Wayne 281° and Goshen 168° radials, excluding the airspace between the main and this W alternate airway; South Bend, Ind.; Keeler, Mich.; Pullman, Mich.; Muskegon, Mich.; INT of Muskegon 327° and Green Bay, Wis., 116° radials; Green Bay; Stevens Point, Wis.; INT of Stevens Point 281° and Eau Claire, Wis., 107° radials; Eau Claire; Grantsburg, Wis.; to Brainerd, Minn.

AMENDMENTS 4/4/63 28 F.R 907 (Changed); 10/17/63 28 F. R. 9428 (Changed);

V-56 From Montgomery, Ala., via INT of Montgomery 049° and Columbus, Ga., 270° radials; Columbus; Macon, Ga.; Augusta, Ga.; Columbia, S. C., including an N alternate via INT of Augusta 054° and Columbia 266° radials, and also an S alternate via INT of Augusta 085° and Columbia 193° radials; INT of Columbia 079° and Florence, S. C., 243° radials; to Florence.

V-57 From Birmingham, Ala., via Muscle Shoals, Ala.; Graham, Tenn.; to Bowling Green, Ky. From Lexington, Ky., via Falmouth, Ky.; to INT of Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

AMENDMENTS 1/10/63 27 F.R. 11940 (Changed);

V-58 From Imperial, Pa., via INT of Imperial 074° and Carrolltown, Pa., 276° radials; Carrolltown; Tyrone, Pa.; Philipsburg, Pa.; Williamsport, Pa.; INT of Williamsport 079° and Thornhurst, Pa., 293° radials; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Hartford, Conn.; to INT of Hartford 130° and Providence, R. I., 212° radials.

V-59 From Pulaski, Va., via Beckley, W. Va.; Parkersburg, W. Va.; to Newcomerstown, Ohio.

AMENDMENTS 9/19/63 28 F. R. 7470 (Rewritten);

V-60 From Albuquerque, N. Mex., via Otto, N. Mex., including an S alternate; to Las Vegas, N. Mex.

AMENDMENTS 6/27/63 28 F. R. 4125 (Changed); 10/17/63 28 F. R. 9428 (Rewritten);

V-61 From Bridgeport, Tex., via INT of Bridgeport 315° and Wichita Falls, Tex., 139° radials; Wichita Falls; to Lawton, Okla.

V-62 From Zuni, N. Mex., via INT of Zuni 066° and Santa Fe, N. Mex., 268° radials; Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Plainview, Tex., Lubbock, Tex., including an S alternate from Texico direct to Lubbock; INT of Lubbock 101° and Abilene, Tex., 327° radials; Abilene; INT Abilene 096° and Britton, Tex., 264° radials; to Britton (14 miles wide from 45 nmi from Abilene to 45 nmi from Britton).

AMENDMENTS 10/17/63 28 F. R. 9428 (Changed); 12/12/63 28 F. R. 11347 (Changed); Alteration of Amendment 28 F. R. 11822

V-63 From Waco, Tex., via INT of Waco 037° and Dallas, Tex., 133° radials; to Sulphur Springs, Tex. From McAlester, Okla., via Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; INT of Burlington 005° and Janesville, Wis., 239° radials; Janesville; to Milwaukee, Wis.

V-64 From Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 266° radials; Long Beach; Thermal, Calif.; to Blythe, Calif. The airspace more than 4 miles E of the airway centerline between Los Angeles and INT of Los Angeles 185° and Long Beach 266° radials is excluded.

AMENDMENTS 4/4/63 28 F.R. 1420 (Rewritten);

V-65 From INT of Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials via St. Joseph; to Lamoni, Iowa.

V-66 From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz.; INT of Yuma 087° and Gila Bend, Ariz., 262° radials; Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT of Douglas 063° and Columbus, N. Mex., 277° radials; Columbus; El Paso, Tex., including an N alternate via the INT of Columbus 075° and El Paso 286° radials; INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; Culberson, Tex.; INT of Culberson 090° and Midland, Tex., 243° radials; Midland; Hyman, Tex.; INT Hyman 085° and Abilene, Tex., 251° radials; Abilene (11 miles wide from the INT of Hyman 085° and Abilene 251° radials to 45 nmi from Abilene); INT of Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport; INT of Bridgeport 087° and Sulphur Springs, Tex., 275° radials; to Sulphur Springs. From Tuscaloosa, Ala., via Talladega, Ala.; INT of Talladega 092° and McDonough, Ga., 256° radials; McDonough; INT of McDonough 036° and Athens, Ga., 241° radials; Athens; INT of Athens 062° and Fort Mill, S. C., 242° radials; to Fort Mill.

AMENDMENTS 10/17/63 28 F. R. 9200 (Changed); 12/12/63 28 F. R. 11347 (Changed);
PENDING AMENDMENT
In V-66 "INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; Culberson, Tex.; INT of Culberson 090° and Midland, Tex., 243° radials;" is deleted and "8-mile wide airway INT of El Paso 112° and Hudspeth, Tex., 281° radials; Hudspeth; thence Pecos, Tex.;" is substituted therefor.
2/6/64 28 F. R. 11533 (Changed);

V-67 From Cedar Rapids, Iowa, via Waterloo, Iowa; Mason City, Iowa; to Rochester, Minn., including a W alternate via INT of Mason City 023° and Rochester 243° radials.

V-68 From Albuquerque, N. Mex., via INT of Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including an N alternate from Albuquerque to Corona via INT of Albuquerque 103° and Corona 328° radials and also an S alternate from Albuquerque to Corona via INT of Albuquerque 160° and Corona 268° radials; Roswell, N. Mex., including an N alternate; Hobbs, N. Mex., including an S alternate via INT of Roswell 132° and Hobbs 280° radials; Midland, Tex., including an S alternate from Hobbs to Midland via INT of Hobbs 147° and Wink, Tex., 066° radials; San Angelo, Tex., including an S alternate via INT of Midland 128° and San Angelo 278° radials; Junction, Tex., including an S alternate via INT of San Angelo 181° and Junction 310° radials; San Antonio, Tex.; INT of Alice, Tex., 350° and Corpus Christi, Tex., 313° radials; Corpus Christi; INT of Corpus Christi 236° and Alice, Tex., 171° radials; INT of Alice 171° and Brownsville, Tex., 339° radials; to Brownsville. The airspace within Mexico and R-6301 is excluded.

AMENDMENTS 12/12/63 28 F. R. 10513 (Changed);

V-69 From Shreveport, La., via INT of Shreveport 087° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate from Shreveport to El Dorado via INT of Shreveport 087° and El Dorado 233° radials; Pine Bluff, Ark.; INT of Little Rock, Ark., 062° and Memphis, Tenn., 276° radials; Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

V-70 From Corpus Christi, Tex., via INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Galveston, Tex.; Sabine Pass, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including an N alternate via INT of Lafayette 012° and Baton Rouge 272° radials; Picayune, Miss.; Evergreen, Ala.; Eufaula, Ala.; Vienna, Ga.; to Allendale, S. C.

V-71 From Flippin, Ark., via Springfield, Mo.; Butler, Mo., including a W alternate via INT of Springfield 301° and Butler 178° radials; to Kansas City, Mo.
PENDING AMENDMENT
V-71 From Baton Rouge, La., via Natchez, Miss.; to Monroe, La. From Flippen, Ark., via Springfield, Mo.; Butler, Mo., including a W alternate via INT Springfield 301° and Butler 178° radials; to Kansas City, Mo.
12/12/63 28 F. R. 11347 (Rewritten); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-72 From Fayetteville, Ark., via Dogwood, Mo.; Maples, Mo.; Richwoods, Mo.; Troy, Ill.; Vandalia, Ill.; Westpoint, Ind.; to Lafayette, Ind. From Findlay, Ohio, via Attica, Ohio; Akron, Ohio; Youngstown, Ohio; Tidioute, Pa.; Bradford, Pa.; INT of Bradford 078° radial and Stonyfork, Pa., direct radial to Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; Rockdale, N. Y.; Albany, N. Y.; to INT of Albany 075° and Cambridge, N. Y., 094° radials.

AMENDMENTS 10/17/63 28 F. R. 8205 (Changed);

V-73 From Wichita, Kans., via Hutchinson, Kans.; INT of Hutchinson 025° and Salina, Kans., 184° radials, to Salina.

V-74 From Hugo, Colo., via INT of Hugo 112° and Garden City, Kans., 296° radials; Garden City; Dodge City, Kans.; Anthony, Kans.; Ponca City, Okla.; Tulsa, Okla.; Fort Smith, Ark., including an N alternate from Tulsa to Fort Smith via INT of Tulsa 088° and Neosho, Mo., 223° radials and also an S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; Little Rock, Ark., including an N alternate; to Pine Bluff, Ark.

V-75 From Morgantown, W. Va., via Wheeling, W. Va.; Briggs, Ohio; to Cleveland, Ohio.

V-76 From Lubbock, Tex., via INT of Lubbock 188° and Big Spring, Tex., 286° radials; Big Spring, including an N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this alternate airway; Hyman, Tex.; San Angelo, Tex.; Llano, Tex.; Austin, Tex., including an N alternate from San Angelo to Austin via Lometa, Tex., and including an S alternate via INT of Llano 129° and Austin 257° radials, excluding the airspace between the main and this N alternate airway; Houston, Tex.; to Galveston, Tex. The airspace within R-6310 is excluded.

AMENDMENTS Eff. immed. (4/11/63) 28 F.R. 3780 (Changed); (Eff. on publ.) 7/20/63 28 F R 7424 (Changed); 12/12/63 28 F. R. 11347 (Changed);

V-77 From San Angelo, Tex., via Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT of Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT of Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT of Duncan 011° and Oklahoma City 180° radials; Ponca City, Okla.. including an E alternate from Oklahoma City to Ponca City via INT of Oklahoma City 037° and Ponca City 186° radials; INT of Ponca City 327° and Wichita, Kans., 226° radials; Wichita; INT of Hutchinson, Kans., 062° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

AMENDMENTS 5/2/63 28 F.R. 2671 (Changed); 12/12/63 28 F. R. 10513 (Changed); 1/9/64 28 F. R. 12342 (Changed); Alteration of Amendment 28 F. R. 14420

V-78 From Huron, S. Dak., via Watertown, S. Dak., including an S alternate; Darwin, Minn.; Minneapolis, Minn.; to Eau Claire, Wis.

V-79 From Fort Stockton, Tex., via Wink, Tex.; Hobbs, N. Mex.; INT of Hobbs 077° and Lubbock, Tex., 188° radials; Lubbock, including a W alternate from Hobbs direct to Lubbock, excluding the airspace between the main and this alternate airway.

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From Midland, Tex., via Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an E alternate; Dalhart, Tex., including an E alternate; Tobe, Colo., including a W alternate from Dalhart to Tobe via Clayton, N. Mex.; Pueblo, Colo.; Colorado Springs, Colo.; to Denver, Colo.

AMENDMENTS 6/27/63 28 F. R. 4435 (Changed); 10/17/63 28 F. R. 9428 (Changed);

V-82 From Grand Forks, N. Dak., via Bemidji, Minn., including an N alternate via INT of Grand Forks 066° and Bemidji 303° radials; Brainerd, Minn.; Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn., including an S alternate from Minneapolis to Rochester via INT of Minneapolis 188° and Rochester 319° radials; Nodine, Minn.; Dells, Wis.; INT of Dells 097° and Timmerman, Wis., 322° radials (14-mile-wide airway from 45 nmi from Dells to INT of Dells 097° and Timmerman 322° radials); to Timmerman (8-mile-wide airway from INT of Dells 097° and Timmerman 322° radials to Timmerman).

AMENDMENTS 4/4/63 28 F.R. 907 (Changed); AMENDMENTS 9/19/63 28 F. R. 7470 (Rewritten);

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; Corona, N. Mex., including an E alternate; Otto, N. Mex.; Santa Fe, N. Mex.; Taos, N. Mex.; to Alamosa, Colo. From Pueblo, Colo., via Colorado Springs, Colo.; to Kiowa, Colo.

V-84 From Bradford, Ill., via Bradford 033° radial for 45 nmi thence expanding in graduated steps of one mile in width for each five nmi in length to INT of Bradford 033° and Chicago, Ill., 269° radials; thence to Chicago. From Northbrook, Ill., via Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada; Buffalo, N. Y.; Geneseo, N. Y.; INT of Geneseo direct radial to Georgetown, N. Y., and Ithaca, N. Y., direct radial to Rochester, N. Y.; to Syracuse, N. Y. The airspace within Canada is excluded.

V-85 From Medicine Bow, Wyo., via Casper, Wyo., including a W alternate via INT of Medicine Bow 336° and Casper 216° radials; to Riverton, Wyo.

AMENDMENTS 6/27/63 28 F. R. 4348 (Changed);

V-86 From Butte, Mont., via Whitehall, Mont.; to Bozeman, Mont.

V-87 From San Francisco, Calif., via INT of Oakland, Calif., 330° radial and Sausalito, Calif., direct radial to Sacramento, Calif.; Napa, Calif.; INT of Napa 004° and Maxwell, Calif., 188° radials; Maxwell; to Red Bluff, Calif.

V-88 From Tulsa, Okla., via INT of Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo.; Richwoods, Mo.; to INT of Richwoods 086° and St. Louis, Mo., 170° radials.

V-89 From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials via Denver; Cheyenne, Wyo., including an E alternate via Gill, Colo.; and INT of Gill 003° and Cheyenne 131° radials; to Chadron, Nebr., including an E alternate via Scottsbluff, Nebr.

V-90 From Litchfield, Mich., via Windsor, Ont., Canada, INT of Windsor 082° and Dunkirk, N. Y., 268° radials; to Dunkirk, including an N alternate from INT of Windsor 082° and Dunkirk 268° radials to Dunkirk via Aylmer, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 1/10/63 27 F.R. 11498 (Rewritten);

V-91 From Riverhead, N. Y., via Poughkeepsie, N. Y.; INT of Poughkeepsie 342° and Albany, N. Y., 181° radials; Albany; Glens Falls, N. Y.; INT of Glens Falls 032° and Burlington, Vt., 187° radials; Burlington; Plattsburgh, N. Y.; to St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-92 From Joliet, Ill., via Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio (12 miles wide from 45 nmi from Goshen to 45 nmi from Waterville); Attica, Ohio; Mansfield, Ohio; Briggs, Ohio; Wheeling, W. Va; Grantsville, Md.; to Front Royal, Va.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-93 From Patuxent River, Md. via INT of Patuxent River 013° and Baltimore, Md., 122° radials; Baltimore; Lancaster, Pa; to Allentown, Pa. From Poughkeepsie, N. Y., via Chester, Mass.; INT of Chester 040° and Keene, N. H., 231° radials; Keene; Concord, N.H.;.INT of Concord 041° and Augusta Maine, 239° radials; Augusta (12 miles wide from 45 nmi fron Concord to 45 nmi from Augusta); Bangor,Maine; Princeton, Maine; to United States-Canadian border via Princeton 057° radial. The airspace at and below 1.200 feet above the surface between Princeton and the United States-Canadian border is excluded. The airspace within R-4005, R-4006 and R-4007 is excluded.

AMENDMENTS 12/12/62 27 F.R. 12438, 12439 (Changed);

V-94 From Gila Bend, Ariz., via Casa Grande, Ariz.; San Simon, Ariz.; Deming, N. Mex.; Newman, Tex.; including an S alternate via INT of Deming 121° and Newman 271° radials; INT of Newman 091° and Salt Flat, Tex., 312° radials; Salt Flat; Wink, Tex.; Midland, Tex.; Hyman, Tex.; Dyess, Tex.; INT Dyess 084° and Britton, Tex., 264° radials; Britton (14 miles wide from 45 nmi from Dyess to 45 nmi from Britton); Gregg County, Tex.; Barksdale AFB, La.; to Monroe, La. The airspace within R-5103-A is excluded.

AMENDMENTS 3/7/63 28 F.R. 398 (Changed); 12/12/63 28 F. R. 11347 (Changed);

V-95 From Gila Bend, Ariz., via INT of Gila Bend 096° and Phoenix Ariz., 204° radials Phoenix; Winslow, Ariz. (13 miles wide from INT Phoenix 029° and Prescott, Ariz., 135° radials to 45 nmi from Winslow), including a W alternate via INT Phoenix 004° and Winslow 224° radials, (14 miles wide from INT Phoenix 004° and Winslow 224° radials to 45 nmi from Winslow); to Farmington, N. Mex. From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials to Kiowa.

AMENDMENTS 1/10/63 27 F.R. 12167 (Changed);

V-96 From INT of Indianapolis, Ind., 022° and Fort Wayne, Ind., 233° radials via Fort Wayne; to Waterville, Ohio.

V-97 From Miami, Fla., via La Belle, Fla., St. Petersburg, Fla.; Tallahassee, Fla., including E alternates from INT of Lakeland, Fla., 175° and La Belle 313° radials to INT of St. Petersburg 335° and Lakeland 307° radials via Lakeland, and from INT of St. Petersburg, Fla., 335° and Cross City, Fla., 201° radials to Tallahassee via Cross City and INT of Cross City 310° and Tallahassee 137° radials and also a W alternate from St. Petersburg to INT of St. Petersburg 335° and Cross City 201° radials via INT of St. Petersburg 316° and Cross City 201° radials; INT of Tallahassee 353° and Albany, Ga., 176° radials; Albany, Ga., INT of Albany 350° and Atlanta, Ga., 179° radials; Atlanta, including an E alternate via INT of Albany 010° and Atlanta 164° radials; INT of Atlanta 007° and Knoxville, Tenn., 198° radials; Knoxville; London, Ky., including an E alternate via INT of Knoxville 013° and London 141° radials, and also a W alternate via INT Knoxville 321° and London 201° radials; Lexington, Ky., including a W alternate; Cincinnati, Ohio, including a W alternate via INT of Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT of London 004° and Lexington 107° radials, and Falmouth, Ky.; Shelbyville, Ind., including an E alternate via INT of Cincinnati 321° and Shelbyville 110° radials, and also a W alternate via INT of Cincinnati 290° and Shelbyville 172° radials; INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette, including a W alternate from Shelbyville to Lafayette via Indianapolis, Ind.; INT of Indianapolis 344° and Shelbyville 313° radials and INT of Shelbyville 313° and Lafayette 136° radials; to Chicago Heights, Ill. From INT of Northbrook, Ill., 273° and Naperville, Ill., 340° radials via INT of Naperville 340° and Janesville, Wis., 111° radials; Janesville; INT of Janesville 294° and Lone Rock, Wis., 147° radials; Lone Rock; Nodine, Minn.; to INT of Nodine direct radial to Minneapolis, Minn., and Minneapolis-St. Paul, Minn., International Airport ILS 121° localizer course. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed); 5/30/63 28 F.R. 3482 (Changed);
AMENDMENTS 8/22/63 28 F. R. 7029 (Changed); (Amend. Corr.) 28 F. R. 7707 (Changed);

V-98 From Litchfield, Mich., via INT of Litchfield 096° and Carleton, Mich., 247° radials; Carleton; Windsor, Ontario, Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Massena, N. Y.; to St. Johns, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Newport, Oreg., via Newberg, Oreg.; INT of Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 247° radials to Seattle. The airspace within R-6711 shall be used only after obtaining prior approval from the appropriate authority.

V-100 From Medicine Bow, Wyo., via Chadron, Nebr.; O'Neil, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT of Northbrook 093° and Keeler, Mich., 271° radials; Keeler; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; to Salem.

V-101 From Ogden, Utah, to Burley, Idaho.

V-102 From Salt Flat, Tex., via Carlsbad, N. Mex.; Hobbs, N. Mex.; Lubbock, Tex.; Guthrie, Tex.; to Wichita Falls, Tex., including an S alternate via INT of Guthrie 103° and Wichita Falls 247° radials.

AMENDMENTS 12/12/63 28 F. R. 11347 (Changed);

V-103 From Greensboro, N. C., via Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; Wheeling, W. Va.; to Briggs, Ohio. From Akron, Ohio, to Windsor, Ontario, Canada. The portion within Canada is excluded.

AMENDMENTS 10/17/63 28 F. R. 9429 (Changed);

V-104 From Ottawa, Ont., Canada, via INT of Ottawa 082° and Massena, N. Y., 346° radials; Massena; to Plattsburgh, N. Y. The portion within Canada is excluded.

V-105 From Tucson, Ariz., via INT of Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz., including an E alternate via INT of Phoenix 004° and Prescott 135° radials; Boulder, Nev. (12 miles wide from 45 nmi to 55 nmi NW of Prescott, 14 miles wide to 55 nmi miles SE of Boulder, 12 miles wide to 45 nmi SE of Boulder); Las Vegas, Nev., including an E alternate from Prescott to Las Vegas via Drake, Ariz.; Peach Springs, Ariz., and INT Peach Springs 305° and Las Vegas 081° radials (12 miles wide from 45 nmi to 55 nmi from Peach Springs, thence 14 miles wide to INT Peach Springs 305° and Las Vegas 081° radials); INT of Las Vegas 266° and Beatty, Nev., 142° radials; Beatty; Coaldale, Nev.; to Reno, Nev.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed);

V-106 From Charleston, W. Va., via INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; INT of Ravine, Pa., 279° radial and Philipsburg, Pa., direct radial to Harrisburg, Pa.; Selinsgrove, Pa.; Thornhurst, Pa.; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; INT of Gardner 051° and Concord, N. H., 146° radials; to Kennebunk, Maine. The airspace within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 6/27/63 28 F. R. 3779 (Changed);

V-107 From Los Angeles, Calif., via INT Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore, including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials and Ventura; Avenal, Calif.; Los Banos, Calif.;
to Oakland, Calif. The airspace within R-2519 more than 3 miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 3/7/63 28 F.R. 722 (Changed);

V-108 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT of Sausalito 052° and Linden, Calif., 269° radials; to Linden. From Colorado Springs, Colo., via Hugo, Colo., including an

S alternate via INT of Colorado Springs 153° and Hugo 250° radials; Goodland, Kans.; Hill City, Kans.; INT of Hill City 093° and Salina, Kans., 286° radials; to Salina. The airspace within R-6405 is excluded.

AMENDMENTS Eff. Immed. 2/28/63 28 F.R. 2230 (Changed); 1/9/64 28 F. R. 12342 (Changed);

V-109 From Los Banos, Calif., via Stockton, Calif.; INT of Stockton 268° and Oakland, Calif., 077° radials; to Oakland. The airspace within R-2528 is excluded.

V-110 From Deming, N. Mex., to Truth or Consequences, N. Mex.

AMENDMENTS 8/1/63 28 F. R. 6495 (Added);

V-111 From Big Sur, Calif., via Salinas, Calif.; to INT of Salinas 026° radial with Los Banos, Calif., direct radial to Oakland, Calif.

AMENDMENTS 12/12/63 28 F. R. 11615 (Changed);

V-112 From Astoria, Oreg., via Portland, Oreg. (8 miles wide from 15 nmi W. of Portland to Portland); via The Dalles, Oreg., including an N alternate; INT of the Dalles 096° and Pendleton, Oreg., 254° radials; Pendleton; to Spokane, Wash., including a W alternate from Pendleton to Spokane via Pasco, Wash., and INT of Pasco 035° and Spokane221° radials, excluding the airspace between the main and this W alternate.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif; Stockton, Calif.; Linden, Calif.; INT of Linden 046° and Reno, Nev., 208° radials; to Reno. The airspace within R-2528 is excluded.

V-114 From Amarillo, Tex., via Childress, Tex., including an N and an S alternate; Wichita Falls, Tex., including an S alternate via INT of Childress 120° and Wichita Falls 262° radials; INT of Wichita Falls 122° and Dallas, Tex., 299° radials; Dallas; INT of Dallas 113° and Gregg County, Tex., 290° radials; Gregg County, including an N alternate from Dallas to Gregg County via Quitman, Tex., and also an S alternate from Dallas to Gregg County via INT of Dallas 130° and Gregg County 273° radials; INT of Shreveport, La., 176° and Alexandria, La., 300° radials; Alexandria, including an N alternate from Gregg County to Alexandria via Shreveport, and INT of Shreveport 176° and Alexandria 300° radials; Baton Rouge, La.; to New Orleans, La., including an N alternate via INT of Alexandria 105° and New Orleans 326° radials.

V-115 From Crestview, Fla., via Montgomery, Ala.; INT of Montgomery 028° and Birmingham, Ala., 138° radials; Birmingham; Chattanooga, Tenn., including an E alternate via INT of Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT of Gadsden 042° and Chattanooga 214° radials; INT of Chattanooga 037° and Knoxville, Tenn., 247° radials; Knoxville; Whitesburg, Ky. (11 miles wide from 45 nmi from Knoxville to 45 nmi from Whitesburg); Charleston, W. Va.; Parkersburg, W. Va.; INT of Parkersburg 060° and Pittsburgh, Pa., 223° radials; to Pittsburgh. From Ellwood City, Pa., via Tidioute, Pa.; Jamestown, N. Y.; to Buffalo, N. Y.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed);

V-116 From Kansas City, Mo., via Macon, Mo.; Quincy, Ill.; Peoria, Ill.; Joliet, Ill.; Naperville, Ill.; Keeler, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Sparta, N. J.; to INT of Sparta 112° and Trinity, N. Y., 232° radials. The airspace within Canada is excluded.

AMENDMENTS Eff. Immed. 2/28/63 28 F.R. 2230 (Changed);

V-117 From El Centro, Calif., via INT of El Centro 350° and Thermal, Calif., 122° radials; Thermal; to INT of Thermal 340° and Twenty Nine Palms, Calif., 244° radials. The airspace within R-2521 is excluded.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed);

V-118 From Medicine Bow, Wyo., via Laramie, Wyo.; to Cheyenne, Wyo.

V-119 From London, Ky., via Newcombe, Ky.; Henderson, W. Va.; Parkersburg, W. Va.; Bellaire, Ohio; Wheeling, W. Va.; Imperial, Pa.; INT of Imperial 045° and Clarion, Pa., 214° radials; Clarion; Fitzgerald, Pa.; Bradford, Pa.; Wellsville, N. Y.; Geneseo, N. Y.; to Rochester, N. Y.

V-120 From Mullan Pass, Idaho, via Great Falls, Mont.; Lewistown, Mont., including an N alternate via INT of Great Falls 074° and Lewistown 308° radials; Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; to Mason City, Iowa.

V-121 From Medford, Oreg., via Roseburg, Oreg.; North Bend, Oreg., to Eugene, Oreg.

AMENDMENTS 6/27/63 28 F. R. 4347 (Rewritten);

V-122 From Crescent City, Calif., to Medford, Oreg. From INT of Medford, Oreg., 176° and Klamath Falls, Oreg. 268° radials via Klamath Falls; to Lakeview, Oreg.

V-123 From Washington, D. C., via Andrews AFB, Md,; INT of Andrews AFB 061° and Baltimore, Md., 097° radials; (8 miles wide from Andrews AFB to 5 nmi from Andrews AFB); thence 11 miles wide via Woodstown, N. J., 232° radial to 45 nmi from Woodstown; thence via Woodstown; INT of Pottstown, Pa., 104° and Robbinsville, N. J. 239° radials; Robbinsville; INT of Solberg, N. J., 110° and Idlewild, N. Y., 232° radials; La Guardia, N. Y.; INT of La Guardia 034° and Riverhead, N. Y., 289° radials; Trinity, N. Y.; INT of Trinity 031° and Poughkeepsie, N. Y., 099° radials; to Westfield, Mass.

AMENDMENTS 12/12/62 27 F.R. 12439 (Rewritten); 5/30/63 28 F.R. 3779 (Changed);
AMENDMENTS (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed);

V-124 From Terre Haute, Ind., via INT of Terre Haute 095° and Shelbyville, Ind., 253° radials; to Shelbyville.

V-125 From Anthony, Kans., to Hutchinson, Kans.

V-126 From Chicago Heights, Ill., via Goshen, Ind.; Waterville, Ohio (12 miles wide from 45 nmi from Goshen to 45 nmi from Waterville); Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Huguenot, N. Y.; to Riverhead, N. Y.

AMENDMENTS 12/12/62 27 F.R 12439 (Changed); 4/4/63 28 F.R. 967 (Changed);

V-127 From Livingston, Mont., via INT of Livingston 323° and Helena, Mont., 119° radials; to Helena.

V-128 From Chicago-O'Hare, Ill., via INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; INT of Peotone 153° and Westpoint, Ind., 326° radials; Westpoint; Indianapolis, Ind.; INT of Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky., including an N alternate and also an S alternate via INT of Cincinnati 120° and York direct radial to Falmouth, Ky.; to Charleston, W. Va.

AMENDMENTS 1/9/64 28 F. R. 12341 (Changed);

V-129 From Polo, Ill., via Rewey, Wis.; Waukon, Iowa; Nodine, Minn.; to Eau Claire, Wis. From Duluth, Minn., via Hibbing, Minn., including an E alternate; to International Falls, Minn., including a W alternate.

AMENDMENTS 6/27/63 28 F. R 4506 (Changed);

V-130 From Albany, N. Y., via Hartford, Conn.; Norwich, Conn.; to INT of Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; to Topeka, Kans.

AMENDMENTS 12/12/62 27 F.R. 12438 (Rewritten);

V-132 From Cheyenne, Wyo., via Akron, Colo.; Goodland, Kans.; Hutchinson, Kans.; INT of Hutchinson 078° and Chanute, Kans., 294° radials; Chanute; INT of Chanute 100° and Springfield, Mo., 276° radials; to Springfield, including an S alternate from Chanute to Springfield via INT of Chanute 117° and Springfield 261° radials.

V-133 From Fort Mill, S. C., via Hickory, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; Sandusky, Ohio; INT of Waterville, Ohio, 058° and Salem, Mich., 140° radials; Salem; Flint, Mich.; Saginaw, Mich.; to Traverse City, Mich. The airspace within R-5502 and within Canada is excluded.

V-134 From Evergreen, Ala., via INT of Evergreen 075° and Tuskegee, Ala., 220° radials; Tuskegee; INT of Tuskegee 053° and Columbus, Ga., 011° radials; INT of Columbus 011° and Atlanta, Ga., 233° radials; to Atlanta.

V-135 From Yuma, Ariz., via Blythe, Calif.; Parker, Calif.; Needles, Calif.; Goffs, Calif.; Las Vegas, INT of Las Vegas 266: and Beatty, Nev., 142° radials; Beatty; INT of Beatty direct radial to Coaldale, Nev., and Tonopah, Nev., 198° radials; to Tonopah. The airspace within R-4807 is excluded.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed);

V-136 From Pulaski, Va., via INT of Pulaski 094° and South Boston, Va., 298° radials; South Boston; to Raleigh, N. C.

V-137 From Thermal, Calif., via Palmdale, Calif.; Gorman, Calif.; Fellows, Calif.; to San Luis Obispo, Calif. From Oakland, Calif., via Point Reyes, Calif.; to INT of Point Reyes 306° and Ukiah, Calif., 172° radials.

V-138 From Medicine Bow, Wyo., via Cheyenne, Wyo., including an N alternate via INT of Medicine Bow 106° and Cheyenne 323° radials; to Sidney, Nebr., including an S alternate. From Grand Island, Nebr., via INT of Grand Island 099° and Raymond, Nebr., 267° radials; Raymond; INT of Raymond 040° and Neola, Iowa, 251° radials; Neola; to Fort Dodge, Iowa.

AMENDMENTS 3/7/63 28 F.R. 719 (Changed);

V-139 From Cape Charles, Va., via Snow Hill, Md.; Sea Isle, N. J.; INT of Sea Isle 049° and Hampton, N. Y., 223° radials; Hampton, including the airspace between lines diverging from Sea Isle to point of tangency to a circle with a 9-mile radius centered at INT of Sea Isle 049° and Hampton 223° radials; within the circumference of the circle and between lines tangent to that circle converging at Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence, thence 8 miles wide to Whitman, Mass.; thence via INT of Whitman 041° and Boston, Mass., 133° radials; to Boston. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Idlewild, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

AMENDMENTS 1/10/63 27 F.R. 11497 (Changed);

V-140 From Amarillo, Tex., via Sayre, Okla., including an N alternate; Kingfisher, Okla.; INT of Kingfisher 072° and Tulsa, Okla., 261° radials; Tulsa; Fayetteville, Ark., including an N alternate via INT of Tulsa 059° and Fayetteville 284° radials; Flippin, Ark.; Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., including an S alternate from Dyersburg to Nashville via INT of Dyersburg 115° and Graham, Tenn., 270° radials, Graham; London, Ky., including an S alternate and also an N alternate via INT of Nashville 044° and London 260° radials; Whitesburg, Ky.; Bluefield, W. Va.; Clifdale, Va.; Montebello, Va.; INT of Herndon, Va., 185° and Linden, Va., 104° radials;
Washington, D. C.; Andrews AFB, Md.; INT of Andrews AFB 061° and Baltimore, Md., 097° (Rockhall INT) (8 miles wide from Andrews AFB to 5 nmi from Andrews AFB); INT of Woodstown, N. J., 232° and Millville, N. J., 255° radials (11 miles wide from Rockhall INT to 45 nmi from Woodstown); Millville; Coyle, N. J.; INT of Coyle 031° and Colts Neck, N. J., 179° radials; Colts Neck; to INT of Colts Neck 335° and Solberg, N. J., 110° radials.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); Eff. Immed 2/28/63 28 F.R. 2230 (Changed); 5/2/63 28 F.R. 2671 (Changed); (Amend. Alt. 28 F.R. 3444); 5/30/63 28 F.R. 3779 (Changed); AMENDMENTS (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed); 10/17/63 28 F. R. 9200 (Changed); 12/12/63 28 F. R. 11502 (Changed);

V-141 From Nantucket, Mass., via Hyannis, Mass.; INT of Hyannis 332° and Boston, Mass., 133° radials; Boston; INT of Boston 014° and Manchester, N. H., 117° radials; Manchester; Concord, N. H.; Lebanon, N. H., including an E alternate via INT of Concord 011° and Kennebunk, Maine, 281° radials; Burlington, Vt.; to Massena, N. Y. The airspace within R-4103 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 6/27/63 28 F. R. 4125 (Changed);

V-142 From Buffalo, N. Y., via INT of Buffalo 034° and Rochester, N. Y., 289° radials; to Rochester.

V-143 From Fort Mill, S. C., via Greensboro, N. C., including a W alternate via INT of Fort Mill 005° and Greensboro 238° radials; Lynchburg, Va.; Montebello, Va.; INT of Montebello 031° and Casanova, Va., 267° radials; Casanova; INT of Herndon, Va., 185° and Linden, Va., 104° radials; to Nottingham, Md.

AMENDMENTS 12/12/62 27 F.R. 12439 (Rewritten);

V-144 From Chicago, Ill, via INT of Chicago 153° and Peotone, Ill., 003° radials; Peotone, 8 miles wide to Monterey, Ind.; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W Va.; Kessel, W Va., Linden, Va.; to INT of Linden 104° and Herndon, Va., 185° radials.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed) 4/4/63 28 F.R 967 (Changed); 10/17/63 28 F R 9428 (Changed);

V-145 From Utica, N. Y., via INT of Utica 303° and Watertown, N Y , 171° radials; Watertown; to United States-Canadian Border via Watertown 360° radial

V-146 From Wilkes-Barre, Pa , via Huguenot, N Y , INT of Trinity, N. Y , 295° and Poughkeepsie, N. Y., 236° radials; Poughkeepsie; Putnam, Conn.; Providence, R I.; Martha's Vineyard, Mass.; to Nantucket, Mass. The airspace at and below 1,200 feet above the surface between Providence and Nantucket is excluded. The airspace within R-4104 shall be used only after obtaining prior approval from appropriate authority

V-147 From Philadelphia, Pa., International Airport ILS localizer via Pottstown, Pa.; Allentown, Pa., including an E alternate from Philadelphia International Airport ILS localizer to Allentown via INT of Pottstown 143° and Allentown 173° radials; Thornhurst, Pa.; Elmira, N Y.; Geneseo, N. Y.; to Rochester, N. Y.

V-148 From Denver, Colo., via INT of Denver 174° and Kiowa, Colo., 268° radials; Kiowa; Thurman, Colo.; Hayes Center, Nebr.; North Platte, Nebr., O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn., including an S alternate; to Minneapolis, Minn

AMENDMENTS 6/27/63 28 F R 4435 (Changed),

V-149 From Allentown, Pa., via Thornhurst, Pa., Binghamton, N. Y.; Georgetown, N. Y.; INT of Georgetown 029° and Utica, N Y., 280° radials; to Utica.

V-150 From San Francisco, Calif , via INT of San Francisco 304° and Sausalito, Calif , 232° radials; Sausalito; to Sacramento, Calif

V-151 From Providence, R. I., via Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT of Keene 341° and Lebanon 211° radials; Montpelier, Vt.; to Burlington, Vt.

V-152 From St. Petersburg, Fla., via Orlando, Fla., including an N alternate via INT of St. Petersburg 040° and Orlando 258° radials and also an S alternate via Lakeland, Fla., to Daytona Beach, Fla., including an N alternate via INT of Orlando 354° and Daytona Beach 219° radials and also an S alternate via INT of Orlando 049° and Daytona Beach 161° radials

AMENDMENTS 5/30/63 28 F R 3482 (Changed).

V-153 From INT of Hartford, Conn , 223° and La Guardia, N. Y., 059° radials via La Guardia; INT of La Guardia 280° and Stillwater, N. J., 110° radials; Stillwater; Wilkes-Barre, Pa.; Georgetown, N. Y.; to Syracuse, N. Y (8 miles wide from Georgetown to Syracuse)

AMENDMENTS 12/12/62 27 F.R 12439 (Changed);

V-154 From Meridian, Miss., via INT of Meridian 089° and Montgomery, Ala., 282° radials; Montgomery; Tuskegee, Ala.; INT of Tuskegee 078° and Columbus, Ga., 255° radials; Columbus, including an S alternate from Montgomery to Columbus via INT of Montgomery 090° and Columbus 219° radials; Macon, Ga.; Dublin, Ga.; to Savannah, Ga., including an N alternate from INT of Savannah 282° and Allendale, S. C., 216° radials to Savannah via INT of Allendale 216° and Savannah 305° radials

V-155 From Augusta, Ga., via Chesterfield, S C.; Pinehurst, N. C.; Raleigh, N. C.; Lawrenceville, Va.; INT of Lawrenceville direct radial to Richmond, Va., and Flat Rock, Va., 171° radials; Flat Rock; Gordonsville. Va.; Linden, Va.; to Front Royal, Va. The airspace within R-6602 is excluded.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-156 From Elkins, W. Va., via Gordonsville, Va. including an N alternate from Elkins to Gordonsville via Kessel, W. Va., excluding the airspace between the main and this alternate airway; Richmond, Va.; Harcum, Va., to Cape Charles, Va The airspace within R-6610 shall be used only after obtaining prior approval from appropriate authority

V-157 From Key West, Fla., via Miami, Fla.; La Belle, Fla., including a W alternate from INT of Miami 221° and Fort Myers, Fla., 137° radials via INT of Fort Myers 137° and La Belle 162° radials to La Belle; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; to Florence, S. C. From Wilmington, N. C., via Kinston, N. C.; Rocky Mount, N. C.; Lawrenceville, Va.; Richmond, Va.; to Washington, D. C. (8 miles wide from INT of Brooke 132° and Washington 189° radials to Washington); including a W alternate from Richmond to Washington via INT of Richmond 348° and Brooke, Va., 187° radials, Brooke; INT of Brooke 045° and Washington 189° radials (8 miles wide from INT of Brooke 045° and Washington 189° radials to Washington; Baltimore, Md.; (8 miles wide Washington to Baltimore); INT of Baltimore 035° and New Castle, Del., 261° radials; New Castle; Robbinsville, N. J.; Colts Neck, N. J.; INT of Colts Neck 089° and Idlewild, N. Y., 195° radials; to Idlewild. The airspace within R-6612 is excluded. The airspace within R-6601 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); 5/30/63 28 F.R. 3779 (Changed);

PENDING AMENDMENT
In V-157, "Taylor, Fla.;" is deleted and "Taylor, Fla.; Waycross, Ga.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-158 From Waterloo, Iowa, via Dubuque, Iowa; to Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., via INT of Miami 346° and West Palm Beach, Fla., 219° radials; West Palm Beach, including an E alternate from Miami direct to West Palm Beach, Vero Beach, Fla.; Orlando, Fla., including an E alternate from Vero Beach to Orlando via INT of Vero Beach 342° and Orlando 123° radials; Ocala, Fla., including a W alternate via Orlando 283° and Ocala 156° radials; Gainesville, Fla.; INT of Gainesville 308° and Albany, Ga., 160° radials; Albany, Ga., including the additional airspace between lines diverging from Gainesville to points of tangency with a 9-mile radius circle centered at INT of Gainesville 308° and Albany 160° radials, within the circle and between lines tangent to the circle and converging at Albany, including a W alternate from Ocala to Albany via Cross City, Fla., and INT of Cross City 325° and Albany 160° radials, including the additional airspace between lines diverging from Cross City to points of tangency to a 7-mile radius circle centered at INT of Cross City 325° and Albany 160 radials, within the circle and between lines tangent to the circle and converging at Albany; Eufaula, Ala.; Tuskegee, Ala.; to Birmingham, Ala.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed); 5/30/63 28 F.R. 3482 (Changed);

V-160 From Denver, Colo., to Sidney, Nebr.

V-161 From Greater Southwest, Tex., via INT of Greater Southwest 318° and Ardmore, Okla., 192° radials; Ardmore; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Blue Springs, Mo.; INT of Blue Springs 106° and Lamoni, Iowa, 174° radials; Lamoni; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa, including a W alternate from Des Moines to Waterloo via INT of Des Moines 023° and Waterloo 241° radials; Rochester, Minn.; to INT of Farmington, Minn. 077° and Minneapolis, Minn., 131° radials.

AMENDMENTS On publ. 9/13/63 28 F.R. 9938 (Changed);

V-162 From INT of Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials via Clarksburg; Grantsville, Md.; St. Thomas, Pa.; Harrisburg, Pa.; INT of Harrisburg 073° and Ravine, Pa., 128° radials; to Allentown, Pa., including an S alternate from Harrisburg via INT of Lancaster, Pa., 047° and Pottstown, Pa., 275° radials.

AMENDMENTS 6/27/63 28 F. R. 3779 (Changed); 6/27/63 28 F. R. 4506 (Changed);

V-163 From Brownsville, Tex., via INT of Brownsville 339° and Alice, Tex., 171° radials; Alice; INT of Alice 350° and San Antonio, Tex., 167° radials; San Antonio, including a W alternate via INT of Alice 334° and San Antonio 183° radials; INT of San Antonio 002° and Lometa, Tex., 173° radials; Lometa, including a W alternate from San Antonio to Lometa via INT of San Antonio 334° and Llano, Tex., 180° radials and Llano; Mineral Wells, Tex.; Bridgeport, Tex.; Ardmore, Okla.; INT of Ardmore 342° and Oklahoma City, Okla., 154° radials; to Oklahoma City, including a W alternate via INT of Ardmore 327° and Oklahoma City 180° radials and also an E alternate via INT of Oklahoma City 107° and Tulsa, Okla., 228° radials. The airspace within Mexico and R-6301 is excluded.

AMENDMENTS 12/12/63 28 F. R. 11347 (Changed);

V-164 From Buffalo, N. Y., via Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT of Williamsport 125° and East Texas, Pa., 321° radials; to East Texas.

AMENDMENTS 1/10/63 27 F.R. 11497 (Changed);

V-165 From Lindbergh Field, Calif., via INT of Lindbergh Field 287° and Oceanside, Calif , 177° radials, Oceanside; INT of Long Beach, Calif 135° and Santa Catalina Calif 075° radials thence 8 miles wide to Long Beach

AMENDMENTS 3/7/62 28 F R 722 (Changed).

V-166 From Parkersburg, W. Va., via Clarksburg, W Va., Kessel, W Va , Martinsburg, W Va Westminster Md.; to New Castle, Del

V-167 From Coyle, N. J., via INT of Coyle 047° and Idlewild, N. Y., 195° radials; Idlewild; Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; Providence; INT of Providence 101° and and Hyannis, Mass., 224° radials; to Hyannis. The airspace at and below 1,200 feet above the surface between Providence and Hyannis is excluded

V-168 From Medicine Bow, Wyo., via Scottsbluff, Nebr., to O'Neill, Nebr

V-169 From Tobe, Colo., via Hugo, Colo.; Thurman, Colo.; Arkon, Colo., Sidney, Nebr , Scottsbluff, Nebr , Chadron, Nebr.; Smithwick, S. Dak.; to Rapid City, S. Dak., including an E alternate via INT of Chadron 017° and Rapid City 180° radials. The airspace within R-4701 is excluded

V-170 From Nodine, Minn., via Dells, Wis.; INT of Dells 097° and Milwaukee, Wis , 307° radials; Milwaukee, INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman; to Salem, Mich From Erie, Pa., via Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; to West Chester, Pa The airspace within R-5802 is excluded

AMENDMENTS 1/10/63 27 F.R. 11532 (Changed);

V-171 From Louisville, Ky., via Scotland, Ind.; Lewis, Ind.; Danville, Ill., including a W alternate, Peotone, Ill.; Joliet, Ill.; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT of Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; to Alexandria, Minn

V-172 From Denver, Colo., via INT of Denver 061° and Hayes Center, Nebr., 276° radials; INT of Hayes Center 276° and North Platte, Nebr., 245° radials; North Platte; INT of North Platte 073° and Wolbach, Nebr , 266° radials; Wolbach; Neola, Iowa, including an N alternate; Newton, Iowa, including an N alternate; Cedar Rapids, Iowa, including an S alternate via INT of Newton 099° and Cedar Rapids 238° radials; Polo, Ill.; INT of Polo 088° and Chicago, Ill., 269° radials; Chicago; INT of Chicago 077° and South Bend, Ind., 310° radials; to South Bend.

V-173 From Capital, Ill., via Roberts, Ill . INT of Roberts 008° radial and Joliet, Ill direct radial to Kedzie, Ill., RBN; to Kedzie, RBN

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

V-174 From Falmouth, Ky., via York, Ky.; Henderson, W Va., Elkins, W. Va., Linden, Va , to INT of Linden 104° and Herndon, Va., 185° radials

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-175 From Vichy, Mo., via INT of Vichy 321° and Hallsville, Mo., 209° radials; to Hallsville

V-176 From Memphis, Tenn., via Holly Springs, Miss., including an S alternate via INT of Memphis 168° and Holly Springs 281° radials; to Birmingham, Ala., including an N alternate via INT of Holly Springs 099° and Birmingham 313° radials

V-177 From Fort Wayne, Ind., via Monterey, Ind.; 8-miles wide to INT Monterey 276° and Chicago Heights, Ill , 140° radials; to Chicago Heights. From Naperville, Ill.; to Janesville, Wis.

AMENDMENTS 10/17/63 28 F. R. 9428 (Rewritten);

V-178 From Farmington, Mo., via Paducah, Ky., including an S alternate; Central City, Ky , New Hope, Ky., to Lexington, Ky

V-179 From Paducah, Ky., via Centralia, Ill.; INT of Centralia 056° and Bible Grove, Ill., 219° radials; to Bible Grove

V-180 From Austin, Tex., via INT of Austin 134° and Eagle Lake, Tex., 291° radials; Eagle Lake; to Galveston, Tex. The airspace within R-6310 shall be used only after obtaining prior approval from appropriate authority.

V-181 From Sioux Falls, S. Dak., via Watertown, S. Dak.; Fargo, N. Dak.; Grand Forks, N. Dak., including an E alternate; Pembina, N. Dak.; to United States-Canadian Border via Pembina 356° radial

AMENDMENTS 11/14/63 28 F. R. 10418 (Changed);

V-182 From Portland, Oreg., via The Dalles, Oreg., including an N alternate; to Baker, Oreg. From Douglas, Wyo.; to Chadron, Nebr.

V-183 From Santa Barbara, Calif.; to Bakersfield, Calif.

V-184 From Erie, Pa., via Tidioute, Pa.; Fitzgerald, Pa.; to Philipsburg, Pa

V-185 From Savannah, Ga., via INT of Savannah 321° and Augusta, Ga.,157° radials, including a W alternate from Savannah to INT of Savannah 321° and Allendale, S. C., 216° radials via INT of Savannah 305° and Allendale 216° radials; Augusta; Greenwood, S. C.; Asheville, N. C.; INT of Asheville 300° and Knoxville, Tenn., 069° radials; to Knoxville, including an E alternate from Asheville to Knoxville via INT of Asheville 329° and Knoxville 069° radials, excluding the airspace between the main and this E alternate The airspace within R-3003 is excluded.

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; Dove Creek, Colo; Grand Junction, Colo.; Rock Springs, Wyo.; INT of Rock Springs 026° and Riverton, Wyo., 180° radials; Riverton; Boysen Reservoir; Billings, Mont.; INT of Billings 317° and Great Falls, Mont., 122° radials; to Great Falls.

AMENDMENTS 6/27/63 28 F. R 4348 (Changed);

V-188 From Carleton, Mich., via Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Thornhurst, Pa.; to Tannersville, Pa.

V-189 From Rocky Mount, N. C., via Franklin, Va.; to Hopewell, Va.

V-190 From Phoenix, Ariz., via St. Johns, Ariz.; Albuquerque, N. Mex., including an N alternate via INT of St. Johns, 053° and Grants, N. Mex., 252° radials, and Grants; Las Vegas, N. Mex.; Dalhart, Tex.; Gage, Okla.; INT of Gage 059° and Ponca City, Okla., 280° radials; Ponca City; INT of Ponca City 094° and Bartlesville, Okla., 256° radials; Bartlesville; INT of Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT of Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo.; to Evansville, Ind.

V-191 From Memphis, Tenn., via Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Decatur, Ill.; Roberts, Ill.; INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN; Northbrook, Ill.; INT of Northbrook 078° and Chicago, Ill., 019° radials; INT of Chicago, 019° and Milwaukee, Wis., 121° radials; Milwaukee; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; to Rhinelander, Wis.

AMENDMENTS 5/2/63 28 F.R 2230 (Changed);

V-192 From Socorro, N. Mex., via Corona, N. Mex.; to Tucumcari, N. Mex. The portion of this airway within R-5112 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/1/63 28 F.R. 6495 (Changed); 8/22/63 28 F. R. 6968 (Changed);

V-193 From INT of Pullman, Mich., 243° and South Bend, Ind., 310° radials via Pullman; INT of Pullman 029° and White Cloud, Mich., 176° radials; White Cloud; Traverse City, Mich.; Pellston, Mich.; INT of Pellston 003° and Sault Ste. Marie, Mich., 214° radials; to Sault Ste. Marie.

AMENDMENTS 12/12/63 28 F. R. 9251 (Changed);

PENDING AMENDMENT

In V-193 "The portion of this airway within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.

3/5/64 29 F. R. 4 (Changed);

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss.; to Meridian, Miss. From Norcross, Ga., via INT of Norcross 054° and Royston, Ga., 278° radials; Royston; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; INT of Fort Mill 069° and Raleigh-Durham, N. C., 240° radials; Raleigh-Durham; including an N alternate from Fort Mill to Raleigh-Durham via Liberty, N. C.; Rocky Mount, N. C., including an N alternate via INT of Raleigh-Durham 037° and Rocky Mount 283° radials; Cofield, N. C.; Norfolk, Va., including an S alternate via INT of Cofield 084° and Norfolk 209° radials; to INT of Norfolk 001° and Cape Charles, Va., 313° radials.

V-195 From Oakland, Calif., via INT of Oakland 004° and Williams, Calif., 191° radials; Williams; INT of Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; to Fortuna, Calif.

V-196 From INT of Plattsburgh, N. Y., 236° radial and Massena, N. Y., direct radial to Albany, N. Y.; to Plattsburgh.

V-198 From San Simon, Ariz., via INT of San Simon 124° radial and Cochise, Ariz., direct radial to Columbus, N. Mex.; Columbus; El Paso, Tex.; INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; INT of Hudspeth 117° and Fort Stockton, Tex., 274° radials; Fort Stockton; Rock Springs, Tex.; INT of Rock Springs 090° and San Antonio, Tex., direct radial to Junction, Tex.; San Antonio; Eagle Lake, Tex.; INT of Eagle Lake 091° and Houston, Tex., 271° radials; to Houston.

PENDING AMENDMENT

In V-198 "INT of El Paso 132° and Hudspeth, Tex., 272° radials; Hudspeth; INT of Hudspeth 117° and Fort Stockton, Tex., 274° radials; Fort Stockton;" is deleted and "8-mile wide airway INT of El Paso 112° and Hudspeth, Tex., 281° radials; Hudspeth; thence INT of Hudspeth 109° and Fort Stockton, Tex., 284° radials; Fort Stockton (11-mile wide airway from 45 nmi to 50 nmi SE of Hudspeth; thence 12-mile wide airway to 55 nmi SE of Hudspeth; thence 13-mile wide airway to 60 nmi SE of Hudspeth; thence 14-mile wide airway to 65 nmi SE of Hudspeth; thence 15-mile wide airway to the INT of Hudspeth 109° and Fort Stockton 284° radials; thence 14-mile wide airway to 60 nmi NW of Fort Stockton; thence 13-mile airway to 55 nmi NW of Fort Stockton; thence 12-mile wide airway to 50 nmi NW of Fort Stockton; thence 11-mile wide airway to 45 nmi NW of Fort Stockton);" is substituted therefor.

2/6/64 28 F. R. 11533 (Changed);

V-199 From San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif.

V-200 From Ukiah, Calif., via Williams, Calif.; to Reno, Nev. From Delta, Utah, via INT of Delta 004° and Provo, Utah, 257° radials; Provo; Myton, Utah; to Meeker, Colo. The airspace within R-6401 is excluded.

V-201 From INT of Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; via Los Angeles; to Palmdale, Calif.

V-202 From Tucson, Ariz., RBN via INT of Tucson RBN 157° bearing and Cochise, Ariz., 257° radial; Cochise; San Simon, Ariz.; to Truth or Consequences, N. Mex.

V-203 From Norwich, Conn., via Chester, Mass.; INT of Poughkeepsie, N. Y., direct radial to Cambridge, N. Y., and Chester 293° radial; Albany, N. Y.; Massena, N. Y. (14-mile wide airway from 45 nmi from Albany to 45 nmi from Massena, N. Y.; to St. Eustache, Quebec. The airspace within Canada is excluded.

AMENDMENTS 3/7/63 28 F.R. 398 (Changed);

V-204 From Hoquiam, Wash., to Olympia, Wash.

V-205 From Springfield, Mo., via Blue Springs, Mo., including a W alternate via INT of Springfield 316° and Blue Springs 178° radials; Kansas City, Mo.; St. Joseph, Mo.; INT of St. Joseph 343° and Neola, Nebr., 157° radials; INT of Neola 157° and Omaha, Nebr., 124° radials; Omaha; to Sioux City, Iowa, including a W alternate via INT of Omaha 320° and Sioux City 175° radials.

V-206 From Blue Springs, Mo., via INT of Blue Springs 056° and Kirksville, Mo., 225° radials; to Kirksville.

V-207 From Denver, Colo., via Gill, Colo.; to Scottsbluff, Nebr.

V-208 From Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif.; Twentynine Palms, Calif.; Needles, Calif.; to Peach Springs, Ariz. The airspace within R-2503, the airspace below 2,000 feet MSL outside the United States, and the airspace more than 4 miles E of the airway centerline between Los Angeles and Santa Catalina is excluded.

AMENDMENTS 4/4/63 28 F.R. 1420 (Changed);

V-209 From Mobile, Ala., via INT of Mobile 356° and Tuscaloosa, Ala., 223° radials; to Tuscaloosa, including the additional airspace between lines diverging from Mobile to points of tangency to a circle with a 10-mile radius centered at the INT of Mobile 356° and Tuscaloosa 223° radials; within the circumference of the circle and between lines tangent to the circle converging at Tuscaloosa.

AMENDMENTS 1/10/63 27 F.R. 11940 (Rewritten);

V-210 From INT of Los Angeles, Calif., 236° and Long Beach, Calif., 266° radials via Los Angeles; INT Los Angeles 061° and Daggett, Calif., 234° radials (Hawkins INT); INT of Daggett 234° and Hector, Calif., 265° radials (14 miles wide from Hawkins INT to 60 nmi from Daggett, 13 miles wide from 60 to 55 nmi from Daggett, 12 miles wide from 55 to 50 nmi from Daggett, 11 miles wide from 50 to 45 nmi from Daggett); Hector; Goffs, Calif.; Peach Springs, Ariz., Tuba City, Ariz., Farmington, N. Mex.; INT of Farmington 086: and Alamosa, Colo., 232° radials; Alamosa; INT of Alamosa 075° and Pueblo, Colo., 203° radials; to Pueblo. From Kansas City, Mo., via Marshall, Mo.; Hallsville, Mo., including an N alternate via INT of Kansas City 076° and Hallsville 292° radials; St. Louis, Mo., including an N alternate; Vandalia, Ill.; Terre Haute, Ind.; Indianapolis, Ind., including an S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials; Rosewood, Ohio; Tiverton, Ohio; Imperial, Pa.; INT of Imperial 074° and Carrolltown, Pa., 276° radials; Carrolltown; INT of Carrolltown 112° and Harrisburg, Pa., 273° radials; to Harrisburg.

AMENDMENTS 3/7/63 28 F.R 722 (Changed);

V-213 From Myrtle Beach, S. C., via INT of Kinston, N. C., 214° and Rocky Mount, N. C., 191° radials: Rocky Mount; Hopewell, Va.; INT of Hopewell 019° and Brooke, Va., 131° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J.; INT of Pottstown, Pa., 104° and Robbinsville, N. J., 239° radials; Robbinsville; to Idlewild, N. Y. The airspace within R-4005, R-4006, R-4007, and R-4008 is excluded.

AMENDMENTS 12/12/62 27 F.R. 12211 (Changed);

V-214 From Richmond, Ind., to INT of Richmond 090° and Rosewood, Ohio, 202° radials. From Columbus, Ohio, Port Columbus Airport ILS localizer via Zanesville, Ohio; Bellaire, Ohio; to Pittsburgh, Pa.

AMENDMENTS (Eff. Immed.) 2/28/63 28 F.R. 2230 (Rewritten);

V-215 From Muskegon, Mich., to White Cloud, Mich.

V-216 From Lamar, Colo., via Hill City, Kans.; Mankato, Kans., including an N alternate; Pawnee City, Nebr., including an S alternate; Lamoni, Iowa; Ottumwa, Iowa; to Iowa City, Iowa. From Janesville, Wis., via INT of Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich.; to Toronto, Ontario, Canada. The airspace within Canada is excluded.

V-217 From Chicago, Ill., via INT of Chicago 019° and Milwaukee, Wis., 137° radials; INT of Milwaukee 137° and Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, (General Mitchell Field) ILS localizer; INT of Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay 165° radial; Green Bay; to Rhinelander, Wis.

V-218 From Rochester, Minn., via Waukon, Iowa; Rewey, Wis.; Rockford, Ill.; INT of Rockford, 136° and Naperville, Ill., 290° radials; Naperville; Keeler, Mich.; Lansing, Mich.; Pontiac, Mich.; to INT of Pontiac 091° and Flint, Mich., 140° radials.

V-219 From Hayes Center, Nebr., via INT of Hayes Center 059° and Wolbach, Nebr., 251° radials; to Wolbach.

V-220 From INT of Kremmling, Colo., 081° and Denver, Colo., 334° radials via Akron, Colo.; to Hayes Center, Nebr.

V-221 From Fort Wayne, Ind., via Litchfield, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; INT of Salem 079° and Erie, Pa., 294° radials; to Erie. The airspace within Canada is excluded.

V-222 From El Paso, Tex., via Salt Flat, Tex.; Culberson, Tex.; Fort Stockton, Tex.; Junction, Tex.; INT of San Antonio, Tex., 334° and Llano, Tex., 180° radials; San Antonio; INT of Austin, Tex., 109° and College Station, Tex., 202° radials; Houston, Tex.; Beaumont, Tex.; Lake Charles, La., including an N alternate from Houston to Lake Charles via Daisetta, Tex.; INT of Lake Charles 058° and McComb, Miss., 251° radials; McComb,; Hattiesburg, Miss.; to Evergreen, Ala. (8 miles wide from INT of Mobile Ala., 015° and Evergreen, Ala., 268° radials; to Evergreen.) From Norcross, Ga., via INT of Norcross 026° and Toccoa, Ga., 230° radials; Toccoa; Asheville, N. C.; Hickory, N. C.; Lynchburg, Va.; Gordonsville, Va.; to INT of Gordonsville 076° and Brooke, Va., 132° radials (11 miles wide from 45 nmi from Gordonsville to INT of Gordonsville 076° and Brooke 132° radials). The airspace within R-6601 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F. R. 12438 (Changed); 1/10/63 27 F.R. 11940 (Changed); 4/4/63 28 F.R. 907 (Changed);
PENDING AMENDMENT
In V-222 "Culberson, Tex.; Fort Stockton, Tex.;" is deleted and "Fort Stockton, Tex. (11-mile wide airway from 45 nmi to 50 nmi SE of Salt Flat; thence 12-mile wide airway to 55 nmi SE of Salt Flat; thence 13-mile wide airway to 55 nmi NW of Fort Stockton; thence 12-mile wide airway to 50 nmi NW of Fort Stockton; thence 11-mile wide airway to 45 nmi NW of Fort Stockton);" is substituted therefor.
2/6/64 28 F. R. 11533 (Changed);

V-223 From Flat Rock, Va., via INT of Brooke, Va., 300° and Herndon, Va., 202° radials (Brandy INT) (12 miles wide from 45 nmi from Flat Rock to Brandy INT); Herndon; to Harrisburg, Pa.

AMENDMENTS 12/12/62 27 F.R. 12440 (Rewritten);

V-224 From Carleton, Mich., to INT of Carleton 076° and Erie, Pa., 280° radials. The airspace within Canada is excluded.

V-225 From Key West, Fla., via Fort Myers, Fla., including an E alternate; La Belle, Fla., to Vero Beach, Fla. The airspace above 20,000 feet MSL within W-173 is excluded.

AMENDMENTS 5/30/63 28 F.R. 3482 (Changed);

V-226 From Ellwood City, Pa., via Clarion, Pa.; Keating, Pa.; Williamsport, Pa.; Thornhurst, Pa.; Stillwater, N. J.; INT of Stillwater 110° and Idlewild, N. Y., 297° radials; to Idlewild.

AMENDMENTS 1/9/64 28 F. R. 12612 (Changed); Alteration of Amendment 29 F. R. 254

V-227 From INT of Louisville, Ky., 310° and Indianapolis, Ind., 185° radials via Indianapolis; INT of Indianapolis direct radial to Westpoint, Ind., and Lafayette, Ind., 159° radials; to Lafayette.

V-228 From Northbrook, Ill.; to South Bend, Ind.

V-229 From Wilmington, N. C., via INT of Wilmington 036° and New Bern, N. C., 231° radials; New Bern; to Cofield, N. C.

V-230 From INT of Big Sur, Calif., 325° and Salinas, Calif., 281° radials via Salinas; Los Banos, Calif.; Fresno, Calif.; to Friant, Calif. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 6/27/63 28 F.R. 4552 (Changed);(eff. date extended to 7/25/63 28 F.R. 5187);
10/17/63 28 F. R. 8282 (Changed); (Amend. Alteration) Date Changed 11/14/63 28 F. R. 9809 (Changed);
11/14/63 28 F. R. 10332 (Changed); 12/12/63 28 F. R. 11615 (Changed);

V-231 From Missoula, Mont., to INT of Missoula 354° and Mullan Pass, Idaho, 089° radials.

V-232 From Sandusky, Ohio, via INT Sandusky 061° and Chardon, Ohio, 281° radials; Chardon; Fitzgerald, Pa.; Keating, Pa.; Milton, Pa.; Tannersville, Pa.; INT of Tannersville 114° and Solberg, N. J., 051° radials; to Idlewild, N. Y.

AMENDMENTS 10/17/63 28 F. R. 9429 (Changed);

V-233 From Capital, Ill., via Peoria, Ill., including an E alternate from Capital to Peoria via INT of Capital 014° and Peoria 122° radials; Cordova, Ill.; to Cedar Rapids, Iowa.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

V-234 From Anton Chico, N. Mex., via INT of Anton Chico 067° and Dalhart, Tex., 243° radials; Dalhart; Liberal, Kans.; to Hutchinson, Kans.

V-235 From Provo, Utah, to Fort Bridger, Wyo.

V-236 From INT of Bonneville, Utah, 084° and Ogden, Utah, 235° radials; to Ogden.

V-237 From Needles, Calif., via INT of Needles 355° and Mormon Mesa, Nev., 196° radials to Mormon Mesa (12 miles wide from 45 nmi to 55 nmi N of Needles, 14 miles wide to 55 nmi SSW of Mormon Mesa, 12 miles wide to 45 nmi SSW of Mormon Mesa).

AMENDMENTS 2/7/63 28 F.R. 178 (Rewritten);(Amend. alteration 2/12/63 28 F.R. 1504 (Changed);

V-238 From Philipsburg, Pa., via INT of Philipsburg direct radial to Selinsgrove, Pa., and Williamsport, Pa., 227° radial; Ravine, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; West Chester, Pa.; INT of West Chester 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Millville, N. J.; to Atlantic City, N. J. The airspace within R-5802 is excluded.

AMENDMENTS 1/10/63 27 F.R. 11532 (Changed);

V-239 From Sea Isle, N. J., via Woodstown, N. J., to New Castle, Del.

V-240 From New Orleans, La., via INT of New Orleans 100° and Mobile, Ala., 224° radials; to Mobile.

V-241 From Crestview, Fla., via INT of Crestview 076° and Dothan, Ala., 232° radials; Dothan; Eufaula, Ala.; Columbus, Ga.; to Atlanta, Ga., including a W alternate via INT of Columbus 011° and Atlanta 233° radials.

AMENDMENTS 6/27/63 28 F. R. 4752 (Changed);

V-242 From Mobile, Ala., to Brookley, Ala.

V-243 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma; INT of Alma 305° and Vienna, Ga., 135° radials; Vienna; Atlanta, Ga., including a W alternate via INT of Vienna 286° and Atlanta 164° radials; INT of Atlanta 007° and Chattanooga, Tenn., 152° radials; Chattanooga; Bowling Green, Ky.; to Scotland, Ind.
PENDING AMENDMENT
In V-243 all before "Vienna;" is deleted and "From Jacksonville, Fla., via INT of Jacksonville 304° and Waycross, Ga., 149° radials; Waycross, including an E alternate from INT of Jacksonville 304° and Waycross 149° radials to INT of Alma, Ga., 305° and Vienna, Ga., 139° radials via Alma;" is substituted therefor. 12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-244 From Oakland, Calif., via INT of Oakland 077° and Stockton, Calif., 268° radials; Stockton, including an S alternate via INT of Oakland 110° and Stockton 246° radials; to INT of Stockton 085° and Fresno, Calif., 347° radials. From Coaldale, Nev., via Tonopah, Nev.; Wilson Creek, Nev.; Milford, Utah; to INT of Milford 088° and Bryce Canyon, Utah, 355° radials. From Hanksville, Utah, via LaSal, Utah; to Gunnison, Colo. From INT of Pueblo, Colo., 275° and Alamosa, Colo., 005° radials via Pueblo; Lamar, Colo.; to Russell, Kans. The portion of this airway within R-6408 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/1/63 28 F. R. 6495 (Changed);

V-246 From Rosewood, Ohio, via Mansfield, Ohio; to INT of Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials.

V-247 From Douglas, Wyo., to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., via Avenal, Calif.; to Bakersfield, Calif., including an S alternate via INT of Avenal 145° and Bakersfield 243° radials.

V-249 From Colts Neck, N. J., via INT of Colts Neck 314° and Sparta, N. J., 170° radials; Sparta; Huguenot N. Y.; De Lancy, N. Y.; to Utica, N. Y.

V-250 From INT of Pittsburgh, Pa., 223° and Imperial, Pa., 193° radials via Imperial; Ellwood City, Pa.; to Clarion, Pa.

V-251 From Montebello, Va., via Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; Pottstown, Pa.; Sparta, N. J.; to Hartford, Conn.

V-252 From Buffalo, N. Y., via Geneseo, N. Y.; Watkins Glenn, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.; Sparta, N. J.; to INT of Sparta 144° and Solberg, N. J., 051° radials.

V-253 From Provo, Utah, to INT of Ogden, Utah, 194° and Provo, 315° radials. From INT of Salt Lake City, Utah, 265° and Ogden 225° radials via Bonneville, Utah: Lucin, Utah: Twin Falls, Idaho: Boise, Idaho; McCall, Idaho; Lewiston, Idaho: to Spokane, Wash.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed);

V-254 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to INT of Pottstown 104° radial and Robbinsville, N. J., direct radial to New Castle, Del.

V-255 From Burlington, Iowa, via Moline, Ill.; Cordova, Ill.; Rockford, Ill.; to Janesville, Wis. From INT Janesville 333° and Dells, Wis., 156° radials via Dells, to Stevens Point, Wis.

AMENDMENT 10/17/63 28 F. R. 8204 (Added);

V-256 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to Yardley, Pa.

V-257 From Phoenix, Ariz., via Prescott, Ariz.; Drake, Ariz.; to INT of Drake 002° and Tuba City, Ariz., 256° radials. From INT of Delta, Utah, 174° and Milford, Utah, 051° radials via Delta; INT of Delta 004° and Malad City, Idaho, 179° radials; Malad City, including a W alternate from INT of Malad City 179° and Ogden, Utah, 276° radials via INT of Salt Lake City, Utah, 320° and Malad City 200° radials; Pocatello, Idaho; Dubois, Idaho; Dillon, Mont.; Butte, Mont.; INT of Butte 002° and Helena, Mont., 272° radials; INT of Helena 272° and Great Falls, Mont., 222° radials; to Great Falls. The airspace within R-6401 and R-6403 is excluded.

V-258 From Charleston, W. Va., via Beckley, W. Va.; INT of Pulaski, Va., 009° and Bluefield, W. Va., 071° radials; Roanoke, Va.; to INT of Roanoke 137° and South Boston, Va., 298° radials.

V-259 From Fort Mill, S. C., to Holston Mountain, Tenn., including an E alternate via Hickory, N. C., and INT of Hickory 350° and Holston Mountain 103° radials.

V-260 From Charleston, W. Va., via Rainelle, W. Va., including an N alternate via INT of Charleston 083° and Rainelle 317° radials; Roanoke, Va.; Lynchburg, Va., including an S alternate via INT of Roanoke 177° and Lynchburg 253° radials; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; to INT of Hopewell 134° radial and Norfolk, Va., direct radial to Cofield, N. C.

V-261 From Pulaski, Va., to Beckley, W. Va.

V-262 From Peoria, Ill., via Bradford, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., via Tobe, Colo.; Lamar, Colo.; Hugo, Colo.; to Thurman, Colo. From Pierre, S. Dak., to Aberdeen, S. Dak., (11-mile wide airway from a point 45 nmi from Pierre to a point 45 nmi from Aberdeen).

V-264 From Los Angeles, Calif., via INT of Los Angeles 061° and Pomona, Calif., 269° radials; Pomona (8-mile-wide airway from INT of Los Angeles 061° and Pomona 269° radials to Pomona); Twentynine Palms, Calif. (12 mile-wide airway from 45 nmi from Pomona to 45 nmi from Twentynine Palms), including an S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., INT of Ontario 091° and Twentynine Palms 244° radials (12-mile wide airway from 45 nmi from Ontario to 55 nmi from Ontario, 14-mile wide airway from 55 nmi from Ontario to INT of Ontario 091° and Twentynine Palms 244° radials); Parker, Calif.; Prescott, Ariz.; St. Johns, Ariz.; to Socorro, N. Mex.
The portion of this airway within R-5112 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/1/63 28 F.R. 6495 (Changed): 8/22/63 28 F. R. 6873 (Changed);

V-265 From INT of Baltimore, Md., 224° and Westminster, Md., 179° radials; Westminster; INT of Westminster 345° and Harrisburg, Pa., 196° radials; Harrisburg; Philipsburg, Pa.; Bradford, Pa.; Jamestown, N. Y.; to Dunkirk, N. Y.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed);

V-266 From Hickory, N. C., via South Boston, Va.; Lawrenceville, Va.; Franklin, Va.; to Norfolk, Va."

AMENDMENTS 12/17/62 27 F.R. 12711 (Changed);

V-267 From Biscayne Bay, Fla., via Miami, Fla.; Pahokee, Fla., including an E alternate from Biscayne Bay to Pahokee via INT of Biscayne Bay 346° and Pahokee 143° radials; Orlando, Fla.; Jacksonville, Fla., including the additional airspace between lines diverging from Orlando to points of tangency to a 6-mile radius circle centered at the INT of Jacksonville 174°, Daytona Beach, Fla., 308° radials, within the circle and between lines tangent to the circle, converging to Jacksonville, including an E alternate from Orlando to the INT of the Daytona Beach 308° and the Jacksonville 174° radials via Daytona Beach; INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin; Norcross, Ga.; INT of Norcross 011° and Knoxville, Tenn., 181° radials; to Knoxville, including an E alternate.

AMENDMENTS 5/30/63 28 F.R. 3482 (Changed); 9/19/63 28 F. R. 8129 (Rewritten);

V-268 From INT of Grantsville, Md., 086° and Martinsburg, W. Va., 297° radials; Hagerstown, Md.; Westminster, Md.; Baltimore, Md.; INT of Baltimore 097° and Kenton, Del., 242° radials; Kenton to INT of Kenton 086° and Sea Isle, N. J., 049° radials.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed);

V-269 From Wells, Nev., via Twin Falls, Idaho; Burley, Idaho; to Pocatello, Idaho.

V-270 From Erie, Pa., via Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; De Lancey, N. Y.; to Chester, Mass.

V-271 From Kenton, Del., via Woodstown, N. J.; INT of Philadelphia, Pa., International Airport ILS localizer 256° course and West Chester, Pa., 120° radial; to West Chester.

V-272 From Sayre, Okla., via Oklahoma City, Okla., including an N alternate and also an S alternate via INT of Sayre 101° and Oklahoma City 242° radials; INT of Oklahoma City 107° and Ardmore, Okla., 006° radials; to McAlester, Okla.

V-273 From Huguenot, N. Y., via Hancock, N. Y.; Georgetown, N. Y.; to Syracuse, N. Y. (8 miles wide from Georgetown to Syracuse).

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-274 From Pullman, Mich., via INT of Pullman 051° and Saginaw, Mich., 237° radials; to Saginaw.

AMENDMENTS 12/12/63 28 F. R. 9251 (Rewritten);

V-275 From Cincinnati, Ohio, via INT of Cincinnati 006° radial and Dayton, Ohio, Dayton Airport ILS localizer SW course; Dayton, including a W alternate from Cincinnati to Dayton via INT of Cincinnati 336° and Richmond, Ind., 190° radials and Richmond; INT of Findlay, Ohio, 212° radial and Rosewood, Ohio, direct radial to Fort Wayne, Ind.; Findlay; Waterville, Ohio; to Carleton, Mich.

V-276 From Briggs, Ohio, via Ellwood City, Pa.; Tyrone, Pa., INT of Philipsburg, Pa., direct radial to Harrisburg, Pa., and Ravine, Pa., 279° radial; Ravine; Yardley, Pa.; Robbinsville, N. J.; to INT of Robbinsville 097° and Coyle, N. J., 057° radials.

AMENDMENTS 1/10/63 27 F.R. 11532 (Changed);

V-277 From Rosewood, Ohio, via Fort Wayne, Ind.; to Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex., Guthrie, Tex.; Bridgeport, Tex.; Dallas, Tex.; Paris, Tex.; Texarkana, Ark.; Greenwood, Miss.; Columbus, Miss.; to Birmingham, Ala , including an S alternate from Columbus to Birmingham via INT of Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

AMENDMENTS 10/17/63 28 F. R. 9428 (Changed);

V-279 From Columbus, Ohio, RBN to Findlay, Ohio.

V-280 From El Paso, Tex., via INT of El Paso 093° and Clint, Tex., 038° radials; Pinon, N. Mex.; Roswell, N. Mex.; INT of Roswell 063° and Texico, N. Mex., 216° radials; Texico, including an S alternate via INT of Roswell 080° and Texico 216° radials; INT of Texico 021° and Amarillo, Tex., 267° radials; to Amarillo. From Gage, Okla., via Hutchinson, Kans.; INT of Hutchinson 062° and Topeka, Kans., 236° radials; Topeka; INT of Topeka 064° and Kansas City, Mo., 275° radials; to Kansas City.

V-281 From Redmond, Oreg., via Pendleton, Oreg.; Walla Walla, Wash., including an E alternate from Pendleton to Walla Walla via INT of Pendleton 090° and Walla Walla 215° radials; INT of Walla Walla 023° and Spokane, Wash., 190° radials; to Spokane.

V-282 From INT of Massena, N. Y., 163° and St. Eustache, Quebec 200° radials to St. Eustache. The airspace within Canada is excluded.

V-283 From Fresno, Calif., to INT of Fresno 002° and Friant, Calif., 319° radials. From Reno, Nev., via Lakeview, Oreg.; Redmond, Oreg.; to Newberg, Oreg.

Amend Alteration 11/14/63 28 F. R. 9809

V-284 From Fort Stockton, Tex., via INT of Fort Stockton 097° and San Angelo, Tex., 237° radials; San Angelo, including an N alternate from Fort Stockton direct to San Angelo, excluding the airspace between the main and this alternate airway.

V-285 From Kokomo, Ind., via INT of Kokomo 012° and Goshen, Ind., 168° radials; to Goshen.

V-286 From Linden, Va., via Casanova, Va.; INT of Herndon, Va., 202° and Brooke, Va., 300° radials; Brooke; to Cape Charles, Va.

AMENDMENTS 12/12/62 27 F. R. 12440 (Rewritten);

V-287 From North Bend, Oreg., via Newberg, Oreg.; Portland, Oreg., including an E alternate via Newberg 069° and Portland 196° radials; INT of Portland 353° and Olympia, Wash., 165° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 322° radials; INT of Seattle 322° and Port Angeles, Wash., 090° radials; Port Angeles; to Neah Bay, Wash., RBN. The airspace within R-6705 and Canada is excluded.

AMENDMENTS (Eff. immed.) 2/28/63 28 F.R. 2230 (Changed);

V-288 From Lucin, Utah, via INT of Fort Bridger, Wyo., 278° radial and Ogden, Utah, direct radial to Malad City, Idaho; to Fort Bridger.

V-289 From Beaumont, Tex., via INT of Beaumont 334° and Lufkin, Tex., 160° radials; Lufkin, including an E alternate; INT of Lufkin 355° and Gregg County, Tex., 181° radials; Gregg County; Texarkana, Ark.; to Fort Smith, Ark. The airspace within R-2401 and R-2402 shall be used only after obtaining prior approval from appropriate authority.

V-290 From Charleston, W. Va., via Rainelle, W. Va.; to Montebello, Va.

V-292 From Hartford, Conn., via Putnam, Conn.; to INT of Putnam 043° and Boston,Mass., 256° radials.

V-294 From Des Moines, Iowa, via Des Moines 086° and Cedar Rapids, Iowa, 238° radials; to Cedar Rapids.

V-295 From Biscayne Bay, Fla., via INT of Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach; INT of Vero Beach 296° and Orlando, Fla., 161° radials; Orlando, including an E alternate from Vero Beach to Orlando; via INT of Vero Beach 342° and Orlando 099° radials; INT of Orlando 283° and Cross City, Fla., 150° radials; to Cross City.

AMENDMENTS 5/30/63 28 F.R. 3482 (Changed); 5/30/63 28 F.R. 3691 (Changed);

V-296 From Asheville, N. C., to Fort Mill, S. C.

V-297 From Johnstown, Pa., via Ellwood City, Pa.; INT of Ellwood City 282° and Akron, Ohio, 130° radials; Akron; Strongsville, Ohio; INT of Strongsville 306° and Carleton, Mich., 117° radials; to Carleton The airspace within Canada is excluded.

V-298 From Pendleton, Oreg., to McCall, Idaho. From Dubois, Idaho, to INT of Dubois 100° and Pocatello, Idaho, 043° radials. From Dunoir, Wyo., via Boysen Reservoir, Wyo.; Casper, Wyo.; Smithwick, S. Dak.; Winner, S. Dak.; to Sioux Falls, S. Dak. The airspace within R-6101 is excluded.

V-299 From Los Angeles, Calif., via INT of Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore; to Gorman, Calif.

AMENDMENTS 3/7/63 28 F.R. 722 (Rewritten); 6/27/63 28 F.R. 4552 (Rewritten);(eff. dated extended to 7/25/63 28 F.R. 5187);

V-300 From Lakehead, Ont., via Whitefish, Mich.; Sault Ste. Marie, Mich., including an N alternate via INT of Whitefish 084° and Sault Ste. Marie 328° radials; to Wiarton, Ont., Canada, including an N alternate. From Sherbrooke, Quebec, Canada, via Millinocket, Maine, including an N alternate from St. Johns, Quebec, Canada, to Millinocket via INT of St. Johns 071° and Millinocket 279° radials; to Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS Eff. immed. (4/11/63) 28 F.R. 3780 (Changed);

V-302 From Augusta, Maine, to INT of Augusta 123° and Bangor, Maine, 192° radials.

AMENDMENTS 2/7/63 27 F.R 12711 (Added);

V-307 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. The airspace within Canada is excluded.

V-314 From Millinocket, Maine, via Princeton, Maine, to St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-318 From Quebec, Province of Quebec; Canada, R. R.; to Houlton, Maine. The airspace within Canada is excluded.

AMENDMENTS 10/17/63 28 F. R. 9430 (Added);

V-421 From St. Johns, Ariz., via Zuni, N. Mex.; to Farmington, N. Mex.

AMENDMENTS 6/27/63 28 F. R. 4163 (Changed);

V-422 From Chicago Heights, Ill., via INT of Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT of Goshen, Ind., direct radial to Findlay, Ohio, and Fort Wayne, Ind., direct radial to Litchfield, Mich.; Defiance, Ohio, to Attica, Ohio.

V-423 From Binghamton, N. Y., via Ithaca, N. Y.; INT of Ithaca 356° radial and Syracuse, N. Y., 211° radials; to Syracuse.

PENDING AMENDMENT
In V-423 "From Binghamton, N. Y., via Ithaca, N. Y.;" is deleted and "From Williamsport, Pa., via Binghamton, N. Y.; Ithaca, N. Y.;" is substituted therefor.
3/5/64 28 F. R. 14420 (Changed);

V-424 From Blue Springs, Mo., via Marshall, Mo., to Macon, Mo.

V-425 From Brookley, Ala., to INT of Brookley 357° and Mobile, Ala., 049° radials.

AMENDMENTS 6/27/63 28 F. R. 4506 (Rewritten);

V-426 From Richwoods, Mo., via St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-427 From Newcomerstown, Ohio, to Briggs, Ohio.

V-428 From Elmira, N. Y., via Ithaca, N. Y.; Georgetown, N. Y.; to Utica, N. Y.

V-429 From Decatur, Ill., via Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT of Joliet 008° and Naperville, Ill., 340° radials; INT of Naperville 340° and Milwaukee, Wis., 198° radials; to Milwaukee.

V-430 From Williston, N. Dak., to Minot, N. Dak.

V-431 From Cambridge, N. Y., via Glens Falls, N. Y.; to the INT of Glens Falls 286° and Albany, N. Y., 343° radials.

AMENDMENTS 12/12/63 28 F. R. 10513 (Rewritten);

V-432 From Thermal, Calif., to Parker, Calif.

V-433 From Washington, D. C., via Andrews, AFB, Md.; INT of Andrews, AFB 061° and Baltimore, Md., 097° radials (8 miles wide from Andrews AFB to 5 nmi from Andrews AFB); New Castle, Del.; Yardley, Pa.; INT of Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia;
Trinity, N. Y.; to INT of Trinity 093° and Norwich, Conn., 227° radials.

AMENDMENTS 12/12/62 27 F.R. 12440 (Rewritten); 5/30/63 28 F.R. 3779 (Changed);
AMENDMENTS (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed);

V-434 From Ottumwa, Iowa, via Moline, Ill.; to Peoria, Ill.

V-435 From Rosewood, Ohio, via Attica, Ohio; to Carleton, Mich. The airspace within R-5502 shall be used only after obtaining prior approval from appropriate authority.

V-437 From Daytona Beach, Fla., via Savannah, Ga.; Charleston, S. C.; INT of Charleston 029° and Florence, S. C., 179° radials; to Florence, including a W alternate from Charleston direct to Florence, and including the airspace between lines diverging from Daytona Beach to points of tangency to a circle with a radius of 8.7 miles centered at lat. 30° 43' 50"N, long. 81° 06' 45"W, within the circumference of the circle and between lines tangent to that circle converging to Savannah, Ga. The airspace below 7,500 feet MSL between Marion, Fla., INT (INT of Daytona Beach 360° and Jacksonville, Fla., 144° radials) and Sea Island, Ga., INT (INT of Jacksonville 027° and Savannah 182° radials), the airspace below 4,500 feet MSL between Savannah and Charleston, and the airspace of the W alternate above 12,000 feet MSL between Charleston and Florence are excluded.

V-439 From Dickinson, N. Dak., to Williston, N. Dak.

V-441 From St. Petersburg, Fla., via INT of St. Petersburg 010° and Ocala, Fla., 213° radials to Ocala, including an E alternate via INT of St. Petersburg 040° and Ocala 171° radials.

AMENDMENTS 5/30/63 28 F.R. 3482 (Rewritten);

V-442 From Hector, Calif., via INT of Needles, Calif., 272° and Goffs, Calif., 163° radials; INT of Goffs 163° and Parker, Calif., 333° radials; to Parker.

AMENDMENTS 1/10/63 27 F.R. 11497 (Rewritten);

V-443 From Bellaire, Ohio, via Newcomerstown, Ohio; Tiverton, Ohio; to Cleveland, Ohio, including an E alternate via INT of Tiverton 017° and Cleveland 138° radials; INT of Cleveland 049° and Aylmer, Ont., Canada 205° radials; Aylmer; to Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed);

V-444 From Spokane, Wash., via INT of Spokane 125° and Mullan Pass, Idaho, 234° radials; to Mullan Pass.

V-445 From La Guardia, N. Y., via INT of La Guardia 338° and Clermont, N. Y., 192° radials; to Clermont. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

V-446 From Troy, Ill., via INT of Troy 099° and Centralia, Ill., 056° radials; to Samsville, Ill.

V-447 From Montpelier, Vt., to INT of Montpelier 020° and Plattsburgh, N. Y., 080° radials (11 miles wide from 45 nmi from Montpelier to INT of Montpelier 020° and Plattsburgh 080° radials).

AMENDMENTS 1/10/63 27 F.R. 11496 (Changed) (Amendment alteration 27 F.R. 12544)

V-448 From Yakima, Wash., via Ephrata, Wash.; INT of Ephrata 096° and Mullan Pass, Idaho, 260° radials; to Mullan Pass. The airspace within R-6714 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 4/4/63 28 F.R 908 (Changed);

V-449 From DeLancy, N. Y., via Rockdale, N. Y.; to INT of Rockdale 348° and Utica, N. Y., 280° radials.

V-450 From Muskegon, Mich., to Green Bay, Wis. The airspace within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

V-451 From INT of Whitman, Mass., 177° and Providence, R. I., 118° radials via Whitman; to Boston, Mass. The airspace below 1,200 feet above the surface within V-146 is excluded.

V-454 From Evergreen, Ala., via INT of Evergreen 075° and Columbus, Ga., 219° radials; Columbus; McDonough, Ga.; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; Liberty, N. C.; Lawrenceville, Va.; to Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Hattiesburg, Miss., including a W alternate from New Orleans to Hattiesburg via INT of New Orleans 357° and Hattiesburg 221° radials; to Meridian, Miss. (8 miles wide Hattiesburg to Meridian), including a W alternate via INT of Hattiesburg 010° and Meridian 229° radials. The airspace at and below 1.200 feet MSL between New Orleans and Hattiesburg is excluded.

AMENDMENTS 1/10/63 27 F.R. 11941 (Changed);

V-457 From Norwich, Conn., via Providence, R. I.; INT of Providence 017° and Boston, Mass., 223° radials; to Boston.

V-458 From Julian, Calif., via INT of Julian 130° and El Centro, Calif., 272° radials; to El Centro.

V-459 From Long Beach, Calif., via Lake Hughes, Calif., Porterville, Calif.; Friant, Calif.; INT of Friant 319° and Linden, Calif., 124° radials; to Linden.

AMENDMENTS 6/27/63 28 F.R. 4552 (Changed);(eff. date extended to 7/25/63 28 F.R. 5187);

V-460 From Julian, Calif., via INT of Julian 055° and Blythe, Calif., 272° radials; to Blythe.

V-461 From Gila Bend, Ariz., to Buckeye, Ariz.

V-462 From Houghton, Mich., via Whitefish, Mich., to Sault Ste. Marie, Mich. The airspace within Canada is excluded.

V-464 From Dunkirk, N. Y., to Geneseo, N. Y.

AMENDMENTS 12/17/62 27 F.R. 12711 (Changed);

V-465 From Miles City, Mont., to Williston, N. Dak., including an E alternate.

V-467 From La Guardia, N. Y., via INT of La Guardia 338° and Huguenot, N. Y., 131° radials; to Huguenot.

V-468 From Newcomerstown, Ohio, via INT of Newcomerstown 058° and Wheeling, W. Va., 306° radials; to Ellwood City, Pa.

V-469 From Danville, Va., to Lynchburg, Va.

V-470 From Lakehead, Ont., Canada, via Houghton, Mich.; Marquette, Mich.; INT of Marquette 067° and and Whitefish, Mich., 282° radials; to Whitefish. The airspace within Canada is excluded.
PENDING AMENDMENT
In V-470 "The portion of this airway within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.
3/5/64 29 F. R. 4 (Changed);

V-471 From INT of Princeton, Maine, 208° and Bangor, Maine, 132° radials via Bangor; Millinocket, Maine; Houlton, Maine; to INT of Houlton 085° radial and United States-Canadian border

AMENDMENTS 2/7/63 27 F.R 12711 (Changed);

V-472 From Franklin, Va., to Elizabeth City, N. C.

V-474 From Bellaire, Ohio, via Indian Head, Pa.; St. Thomas, Pa.; to Lancaster, Pa.

V-475 From Deer Park, N. Y., via Madison, Conn.; to Putnam, Conn., including an E alternate via Norwich, Conn

V-476 From Washington, D. C., via Baltimore, Md. (8 miles wide from Washington to Baltimore); to Millville, N. J. The airspace within R-4001 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R 12440 (Added); 5/30/63 28 F.R 3779 (Changed);

V-477 From Houston, Tex., via Leona, Tex., including an E alternate via Houston 353° and Leona 141° radials and a W alternate via Houston 314° and Leona 173° radials; INT of Leona 338° and Dallas, Tex., 170° radials; to Dallas, including an E alternate via Leona 353° and Dallas 155° radials.

V-478 From Falmouth, Ky., via Newcombe, Ky.; to Beckley, W. Va.

V-479 From Northbrook, Ill., via INT of Northbrook 348° and Milwaukee, Wis., 161° radials; to Milwaukee.

V-482 From Las Vegas, N. Mex., via Clayton, N. Mex.; to Liberal, Kans.

V-483 From Sparta, N.J., via Hugenot, N.Y.; Delancey, N.Y.; Rockdale, N.Y.; INT of Rockdale 325° and Syracuse, N.Y., 100° radials; to Syracuse.

AMENDMENTS 12/12/62 27 F.R. 12439 (Rewritten);

V-484 From Salt Lake City, Utah, via Myton, Utah; Grand Junction, Colo.; Gunnison, Colo., including an S alternate via INT of Grand Junction 129° and Gunnison 264° radials; INT of Gunnison 110° and Alamosa, Colo., 339° radials; to Alamosa.

V-485 From Ventura, Calif., 8 miles wide to INT Ventura 331° and Fellows, Calif., 142° radials; thence Fellows, Calif., 142° radials; Fellows; Priest, Calif.; INT of Priest 331° and Oakland, Calif., 131° radials; to Oakland. The airspace within W-289 and and R-2520, the airspace within R-2519 more than 3 miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/7/63 28 F.R 722 (Changed);

V-486 From Tuba,City Ariz., to Dove Creek, Colo

AMENDMENTS 6/27/63 28 F. R. 4164 (Changed);

V-487 From Poughkeepsie, N. Y., via Cambridge, N. Y.; to INT of Cambridge 002° and Glens Falls, N. Y., 032° radials; Burlington, Vt.; INT of Burlington 359° and St. Johns, Quebec, Canada, 158° radials; St. Johns; to St Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-489 From INT of Huguenot, N. Y., 144° and Trinity, N. Y., 232° radials; via Clermont, N. Y.; Albany, N. Y.; Glens Falls, N. Y.; to Plattsburgh, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/63 28 F. R. 10513 (Changed);

V-490 From Utica, N. Y., via Cambridge, N. Y.; Manchester, N. H.; to INT of Manchester 117° and Boston, Mass., 014° radials.

V-491 From Lafayette, Ind., via INT of Lafayette 313° and Peotone, Ill., 153° radials; to Peotone.

V-492 From St. Petersburg, Fla., via La Belle, Fla.; Pahokee, Fla.; to West Palm Beach, Fla., including an also an S alternate from La Belle to West Palm Beach via INT of La Belle 112° and West Palm Beach 266° radials N alternate from La Belle to West Palm Beach via INT of La Belle 043° and West Palm Beach 314° radials and excluding the airspace between the main and this N alternate.

V-493 From Lexington, Ky., via York, Ky.; Appleton, Ohio; to Waterville, Ohio.

V-494 From Sacramento, Calif., via INT of Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT of Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen; Mount Moses, Nev.; Elko, Nev.; Wells, Nev.; to Malad City, Idaho. The airspace within R-4802 and R-4803 is excluded.

V-496 From Utica, N. Y., via INT of Utica 091° and Glens Falls, N. Y., 234° radials to Glens Falls.
PENDING AMENDMENT
V-496 From Utica, N. Y., via INT of Utica 091° and Glens Falls, N. Y., 246° radials to Glens Falls.
3/5/64 29 F. R. 253 (Rewritten);

V-497 From John Day, Oreg., to The Dalles, Oreg.

V-500 From Portland, Oreg., via Newberg, Oreg.; John Day, Oreg.; to Boise, Idaho.

V-501 From Martinsburg, W. Va., via St. Thomas, Pa.; Philipsburg, Pa.; Slate Run, Pa.; to Wellsville, N. Y.

V-502 From Louisville, Ky., to Falmouth, Ky.

V-503 From Goffs, Calif., to Beatty, Nev.

V-505 From Helena, Mont., via INT of Helena 089° and Great Falls, Mont., 180° radials; to Great Falls.

V-507 From Lovelock, Nev., via Sod House, Nev.; Rome, Oreg.; to Boise, Idaho.

V-514 From Tobe, Colo., via Garden City, Kans.; to Russell, Kans.

AMENDMENTS 6/27/63 28 F. R. 4164 (Changed);

V-516 From Liberal, Kans., via Anthony, Kans.; Ponča City, Okla.; to Oswego, Kans.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); 6/27/63 28 F. R. 4347 (Changed);

V-518 From Fillmore, Calif., via INT of Fillmore 099° and Palmdale, Calif., 236° radials; to Palmdale.

V-520 From INT of Pendleton, Wash., 311° and Pasco, Wash., 262° radials via Pasco; Walla Walla, Wash.; to Lewiston, Idaho.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed);

V-524 From Laramie, Wyo., via INT of Laramie 069° and Scottsbluff, Nebr., 254° radials; to Scottsbluff.

V-525 From Fayetteville, N. C., via INT of Fayetteville 098° and New Bern, N. C., 256° radials; to New Bern. The airspace below 2,500 feet MSL from Fayetteville to 16 nmi W of New Bern and the airspace above 9,000 feet MSL is excluded.

AMENDMENTS 4/4/63 28 F.R. 1035 (Added);

V-530 From Texico, N. Mex.; to Childress, Tex.

V-536 From Walla Walla, Wash., to Mullan Pass, Idaho.

V-538 From Twentynine Palms, Calif., via INT of Twentynine Palms 043° and Goffs, Calif., 200° radials; Goffs; to Las Vegas, Nev. The airspace within R-2501 is excluded.

V-802 **EASTBOUND** From Blue Springs, Mo., via Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo.; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio; Newcomerstown, Ohio; Wheeling, W. Va.; Pittsburgh, Pa.; Johnstown, Pa.; INT of Ravine, Pa., 279° and Harrisburg, Pa., 312° radials; Selinsgrove, Pa.; INT of Selinsgrove 083°; and Ravine 040° radials; Allentown, Pa.; to Solberg, N. J.

AMENDMENTS 6/27/63 28 F. R. 3779 (Changed);

V-804 WESTBOUND From Stillwater, N. J., via Thornhurst, Pa.; Williamsport, Pa.; Keating, Pa.; Clarion, Pa.; INT of Clarion 214° and Imperial, Pa., 045° radials; Imperial; Tiverton, Ohio; Rosewood, Ohio; INT of Rosewood, 261° and Indianapolis, Ind., 069° radials; Indianapolis; Terre Haute, Ind.; Vandalia, Ill.; St. Louis, Mo.; Hallsville, Mo.; Marshall, Mo.; to Kansas City, Mo.

AMENDMENTS 1/9/64 28 F. R. 12612 (Changed); Alteration of Amendment 29 F. R. 254

V-809 **SOUTHBOUND** From Olympia, Wash., via INT of Olympia 165° and Portland, Oreg., 353° radials; Portland; Eugene, Oreg.; Medford, Oreg.; Fort Jones, Calif.; Red Bluff, Calif.; INT of Ukiah, Calif., 147° and Point Reyes, Calif., 352° radials; to Point Reyes.

V-810 **EASTBOUND** Linden, Calif., via INT of Linden 046° and Reno, Nev., 208° radials; INT of Reno 208° and Lake Tahoe, Calif., 078° radials; INT of Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen; Mount Moses, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Fort Bridger, Wyo.; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo.; Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT of Northbrook 093° and Keeler, Mich.; 271° radials; Keeler; INT of Keeler 084° and Litchfield 293° radials; Litchfield; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.: Yardley. Pa.: to Robbinsville, N. J. The airspace within Canada and the airspace within R-4802 and R-4803 is excluded.

AMENDMENTS 1/10/63 27 F.R. 11532 (Changed); 2/7/63 27 F.R. 12710 (Changed);
AMENDMENTS 9/19/63 28 F. R. 8241 (Changed);

V-813 **NORTHBOUND** From INT of San Francisco, Calif., 304° and Ukiah, Calif., 172° radials via Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Eugene, Oreg.; Portland, Oreg.; INT of Portland 353° and Seattle, Wash., 197° radials; to Seattle. The airspace within R-6703 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS Eff. Immed. 2/28/63 28 F.R. 2230 (Changed);

V-819 **NORTHBOUND** From Miami, Fla., via Fort Myers, Fla.; Lakeland, Fla.: Ocala. Fla.: Gainesville. Fla.: Taylor, Fla.; Alma, Ga.; INT of Alma 335° and Dublin, Ga., 137° radials; Dublin; INT of Dublin 330° and McDonough, Ga., 119° raidals; McDonough; Rex, Ga.; Crossville, Tenn.: New Hope. Ky.: Louisville. Ky.: Nabb. Ind: Shelbyville, Ind.; Lafayette, Ind.; to Chicago Heights, Ill.

AMENDMENTS 5/30/63 28 F.R. 3482 (Changed); 6/27/63 28 F. R. 4126 (Changed);

PENDING AMENDMENT
In V-819 "Taylor, Fla.;" is deleted and "Taylor, Fla.; Waycross, Ga.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-830 **NORTHEASTBOUND** From Dallas, Tex., via Paris, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; INT of Pine Bluff 067° and Memphis, Tenn., 241° radials; Memphis; Jacks Creek, Tenn.; Graham, Tenn.; Nashville, Tenn.; London, Ky.; Whitesburg, Ky.; Bluefield, W. Va.; Clifdale, Va.; Montebello, Va.; Gordonsville, Va.; to INT of Gordonsville 058° and Washington, D. C., 189° radials.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed);

V-837 NORTHEASTBOUND From Picayune, Miss., via Evergreen, Ala.; Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga.; Rex, Ga.; Royston, Ga.; Spartanburg, S. C.; Greensboro, N. C.; South Boston, Va.; Gordonsville, Va.; Nottingham, Md., 8 miles wide to Kenton, Del.; thence via INT of Kenton 086° and Sea Isle, N. J., 049° radials (Avalon INT); INT of Sea Isle 049° and Hampton, N. Y., 223° radials (Dutch INT); Hampton, including the airspace beginning at Avalon INT and between lines diverging from Sea Isle to a point of tangency to a 9-mile radius circle centered at Dutch INT; within the circumference of the circle and between lines tangent to that circle converging at Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence, thence 8 miles wide to Whitman, Mass.; thence via to INT of Whitman 041° and Boston, Mass., 133° radials. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Idlewild, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 1/10/63 27 F.R. 11497 (Changed); 6/27/63 28 F.R. 4126 (Changed);

V-839 NORTHBOUND From Miami, Fla., via Fort Myers, Fla.; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Columbia, S. C.; Fort Mill, S. C.; Pulaski, Va.; Beckley, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; Briggs, Ohio; to Cleveland, Ohio.

AMENDMENTS 5/30/63 28 F. R. 3482 (Changed);

PENDING AMENDMENT

In V-839 "Taylor, Fla.;" is deleted and "Taylor, Fla.; Waycross, Ga.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-843 SOUTHBOUND From Peotone, Ill., via Danville, Ill.; Lewis, Ind.; Scotland, Ind.; Bowling Green, Ky.; Chattanooga, Tenn.; INT of Chattanooga 152° and Atlanta, Ga., 007° radials; Atlanta; INT of Atlanta 179° and Albany, Ga., 350° radials; Albany; INT of Albany 160° and Cross City, Fla., 325° radials: Cross City. including the additional airspace between lines diverging from Albany to points of tangency with a 7-mile radius circle centered at INT of Albany 160° and Cross City 325° radials, within the circle and between lines tangent to the circle and converging at Cross City; Lakeland, Fla.; La Belle, Fla.; to Miami, Fla.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed): 5/30/63 28 F.R. 3483 (Changed);

V-845 SOUTHBOUND From Joliet, Ill., via Bradford, Ill.; Burlington, Iowa; Quincy, Ill.; Hallsville, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Tulsa, Okla., 088° and Neosho 223° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

V-846 WESTBOUND From INT of Polo, Ill., 088°, Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Cedar Rapids, Iowa; Newton, Iowa; Neola, Iowa; Wolbach, Nebr.; INT of Wolbach 251° and Hayes Center, Nebr., 059° radials; Hayes Center; Akron, Colo.; INT of Akron 238° and Denver, Colo.; 101° radials; to Denver.

V-853 SOUTHEASTBOUND From INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials; Nodine, Minn.; Lone Rock, Wis.; INT of Lone Rock 147° and Janesville, Wis., 294° radials; Janesville; INT of Janesville 111° and Naperville, Ill., 340° radials; to the INT of Naperville 340° and Northbrook, Ill., 273° radials. From the INT of Naperville 090° and Peotone, Ill.; 003°; Peotone, 8 miles wide to Monterey; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Front Royal, Va.; to Herndon, Va.

AMENDMENTS 9/19/63 28 F. R. 7290 (Changed); 10/17/63 28 F. R. 9428 (Changed);

V-854 WESTBOUND From INT of Polo, Ill., 088° Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Dubuque, Iowa; Waterloo, Iowa; Fort Dodge, Iowa; Sioux City, Iowa; O'Neill, Nebr.; Chadron, Nebr.; Medicine Bow, Wyo.; Cherokee, Wyo.; Rock Springs, Wyo.; Fort Bridger, Wyo.; Ogden, Utah; Lucin, Utah; Wells, Nev.; INT of Wells 256° and Battle Mountain, Nev., 062° radials; Battle Mountain; Lovelock, Nev.; Reno, Nev.; INT of Reno 257° and Sacramento, Calif., 038° radials; Sacramento; INT of Sacramento 212° and Oakland, Calif., 039° radials; to Oakland. The airspace within R-3302 is excluded.

V-855 NORTHWESTBOUND From Washington, D. C., via INT of Washington 324° and Herndon 048° radials; Martinsburg; Indian Head, Pa.; Pittsburgh, Pa.; INT of Wheeling, W. Va., 306° and Newcomerstown, Ohio, 058° radials; Briggs, Ohio; Mansfield, Ohio; Findlay, Ohio; INT of Fort Wayne, Ind., 016° and Goshen, Ind., 108° radials Garret INT) (12 miles wide from 45 nmi from Findlay to Garret INT): Wolflake, Ind.: Knox, Ind.: INT of Knox 276° and Chicago Heights, Ill.; 117° radials; Chicago Heights; to INT of Chicago Heights 358° and Naperville, Ill., 090° radials. From Chicago, Ill.; via INT of Chicago 289° and Rockford, Ill., 136° radials; Rockford; Rewey, Wis.; Waukon, Wis.; Rochester, Minn.; to Farmington, Minn.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 4/4/63 28 F.R. 967 (changed); 4/4/63 28 F.R. 1533 (Changed); 9/19/63 28 F. R. 7290 (Changed);

V-856 **EASTBOUND** From Northbrook, Ill., via INT of Northbrook 093° and Keeler, Mich., 271° radials, Keeler; INT of Keeler 084° and Litchfield, Mich., 293°; Litchfield; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Slate Run, Pa.; Milton, Pa.; INT of Selinsgrove, Pa., 083° and Ravine, Pa., 040° radials; Allentown, Pa.; to Solberg, N. J. The airspace within Canada is excluded.

AMENDMENTS 6/27/63 28 F. R. 3779 (Changed); 9/19/63 28 F. R. 8241 (Changed);

V-859 **SOUTHBOUND** From INT of Joliet, Ill., 067° and Roberts, Ill., 008° radials via Roberts; Decatur, Ill.; INT of Decatur direct radial to Troy, Ill., and St. Louis, Mo., 062° radial; St. Louis; Vichy, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Neosho 223° and Tulsa, Okla., 088° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

AMENDMENTS 9/19/63 28 F. R. 7290 (Changed);

V-861 **NORTHBOUND** From Poughkeepsie, N. Y., via Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; INT of Providence 270° and Norwich, Conn.; 043° radials; to Boston, Mass.

V-863 **NORTHBOUND** From INT of Idlewild, N. Y., 042° and Riverhead, N. Y., 307° radials via INT of Hartford, Conn., 223° and Trinity, N. Y., 093° radials; INT of Trinity 093° and Norwich, Conn., 227° radials; Norwich; to Boston, Mass.

V-875 **SOUTHWESTBOUND** From Boston, Mass., via INT of Gardner, Mass., 150° and Hartford, Conn., 044° radials; Hartford; Trinity, N. Y.; INT of Trinity 232° and Huguenot, N. Y., 144° radials; Solberg, N. J.; West Chester, Pa.; INT of West Chester, 250° and Westminster, Md., 065° radials; Westminster; Herndon, Va.; Casanova, Va.; Montebello, Va.; INT of Montebello 250° and Roanoke, Va.; 035° radials; Roanoke; Pulaski, Va.; Holston Mountain, Tenn.; Knoxville, Tenn.; INT of Knoxville 247° and Chattanooga, Tenn., 037° radials; Chattanooga; Birmingham, Ala.; Tuscaloosa, Ala.; INT of Tuscaloosa 239° and Meridian, Miss., 040° radials; Meridian; Hattiesburg, Miss. (8 miles wide Meridian to Hattiesburg); to INT of Hattiesburg 221° and New Orleans, La., 357° radials.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 1/10/63 27 F.R. 11941 (Changed);

V-879 **SOUTHBOUND** From Boston, Mass., via INT of Boston, 256° and Putnam, Conn., 043° radials; Putnam; Norwich, Conn.; Riverhead, N. Y.; to Deer Park, N. Y.

V-880 **SOUTHWESTBOUND** From INT of Sparta, N. J., 300° and Tannersville, Pa., 055° radials via Wilkes-Barre, Pa.; Stonyfork, Pa.; Bradford, Pa.; Erie, Pa.; Windsor, Ontario, Canada; Salem, Mich.; INT of Pullman, Mich., 091° and Keeler, Mich., 061° radials; Pullman; to Northbrook, Ill. From Chicago, Ill., via INT of Chicago 269° and Bradford, Ill., 033° radials; Bradford; Burlington, Iowa; Kirksville, Mo.; to Kansas City, Mo. The airspace in Canada is excluded.

AMENDMENTS 9/19/63 28 F. R. 7290 (Changed);

V-881 **SOUTHBOUND** From Cleveland, Ohio, via Tiverton, Ohio; Zanesville, Ohio; Charleston, W. Va.; Blackford, Va.; Holston Mountain, Tenn.; Asheville, N. C.; Greenwood, S. C.; Augusta, Ga.; INT of Augusta 157° and Savannah, Ga., 321° radials; INT of Savannah 321° and Allendale, S. C., 216° radials; Alma, Ga.; Taylor, Fla.; Gainesville, Fla.; Ocala, Fla.; Lakeland, Fla.; La Belle, Fla.; to Miami, Fla.

AMENDMENTS 5/30/63 28 F. R. 3483 (Changed);
PENDING **AMENDMENT**
In V-881 "Taylor, Fla.;" is deleted and "Waycross, Ga.; Taylor, Fla.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925

V-885 **NORTHBOUND** From Washington, D. C., via Andrews AFB, Md.; INT of Andrews AFB 061° and Baltimore, Md., 097° radials (8 miles wide from Andrews AFB to 5 nmi from Andrews AFB); INT of Baltimore 097° and Kenton, Del., 242° radials; thence 8 miles wide to Kenton; thence via Millville, N. J.; Atlantic City, N. J.; Barnegat, N. J.; INT of Coyle, N. J., 057° and Riverhead, N. Y., 218° radials; INT of Riverhead 218° and Idlewild, N. Y., 083° radials; thence via Idlewild 083° radial to 45 nmi E of Idlewild; thence 13-mile wide airway to INT of Idlewild 083° and Hampton, N. Y., 223° radials; thence via Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence, thence 8 miles wide to Whitman, Mass.; thence via to INT of Whitman 041° and Boston, Mass., 133° radials. The airspace below 2,000 feet MSL outside the United States and the airspace below 3,000 feet MSL S of a line extending from lat. 40°40'00" N., long. 72°30'00" W.; to lat. 40°38'20" N., long. 72°38'35" W. is excluded. The airspace within R-5002 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 1/10/63 27 F.R. 11497 (Changed);
AMENDMENTS 5/30/63 28 F.R. 3779 (Changed); (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed);

V-887 SOUTHBOUND From Casanova, Va., via Montebello, Va.; Clifdale, Va.; Bluefield, W. Va.; Whitesburg, Ky. London, Ky.; Nashville, Tenn.; Graham, Tenn.; Jacks Creek, Tenn.; Memphis, Tenn.; INT of Memphis 241° and Pine Bluff, Ark., 067° radials; Pine Bluff; Texarkana, Ark.; Sulphur Springs, Tex.; to Dallas, Tex.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed);

V-888 SOUTHBOUND From Boston, Mass., via INT of Boston 256° and Putnam, Conn., 043° radials; Putnam; Norwich, Conn.; INT of Norwich 177° and Hampton, N. Y., 059° radials; Hampton; INT of Hampton 223° and Sea Isle, N. J., 049° radials (Dutch INT); INT of Sea Isle 049° and Kenton, Del., 086° radials (Avalon INT); Kenton, including the airspace between lines diverging from Hampton to a point of tangency to a 9-mile radius circle centered at Dutch INT, within the circumference of the circle and between lines tangent to that circle converging at Sea Isle, to Avalon INT; to Nottingham, Md. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Idlewild, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 1/9/64 28 F. R. 12312 (Added);

§ 71.125 Alaskan low altitude VOR Federal airways.

V-436 From King Salmon, Alaska, via INT of King Salmon direct radial to Homer, Alaska, and Kenai, Alaska, 217° radial; Kenai (beginning at 45 nautical miles from King Salmon increasing in width of one mile for every 5 nautical miles in length to 75 nautical miles from King Salmon, thence a 16-mile-wide airway to 75 nautical miles from Kenai, thence decreasing in width of one mile for every 5 nautical miles in length to 45 nautical miles from Kenai), including an E alternate from INT of King Salmon direct radial to Homer and Kenai 217° radial to Kenai via Homer; Anchorage; to INT of Anchorage 347° radial and Skwentna, Alaska, RR NE course. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 7/25/63 28 F. R. 5353 (Changed);

V-438 From Shuyak, Alaska, RBN via Homer, Alaska; INT of Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Nenana, Alaska (beginning at 45 nmi from Anchorage increasing in width in graduated steps of one mile for every 5 nmi in length to 85 nmi from Anchorage, thence 19 miles wide to 85 nmi from Nenana, thence decreasing in graduated steps of one mile for every 5 nmi in length to 45 nmi from Nenana); Fort Yukon, Alaska (beginning at 45 nmi from Nenana increasing in width in graduated steps of one mile for every 5 nmi in length to 60 nmi from Nenana, thence 14 miles wide to 60 nmi from Fort Yukon, thence decreasing in graduated steps of one mile for every 5 nmi in length to 45 nmi from Fort Yukon), including the area within 16 miles each side of the centerline of the airway at and above 24,000 feet from Anchorage to Fort Yukon. The airspace within R-2203 and R-2206 are excluded. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/9/64 28 F. R. 12341 (Changed);
PENDING AMENDMENT
In V-438 "Nenana, Alaska (beginning at 45 nmi from Anchorage increasing in width in graduated steps of one mile for every 5 nmi in length to 85 nmi from Anchorage, thence 19 miles wide to 85 nmi from Nenana, thence decreasing in graduated steps of one mile for every 5 nmi in length to 45 nmi from Nenana);" is deleted and "Talkeetna, Alaska; Nenana, Alaska (beginning at 45 nmi from Talkeetna increasing in graduated steps of one mile for every 5 nmi in length to 55 nmi from Talkeetna, thence 13 miles wide to 55 nmi from Nenana, thence decreasing in graduated steps of one mile for every 5 nmi in length to 45 nmi from Nenana);" is substituted therefor.
3/5/64 29 F. R. 253 (Changed);

V-440 From Biorka Island, Alaska, via Yakutat, Alaska; Middleton Island, Alaska; INT Middleton Island 320° and Anchorage, Alaska, 118° radials; Anchorage (14-mile-wide airway from 45 nmi from Middleton Island to 45 nmi from Anchorage), including an S alternate from Middleton Island to Anchorage via INT Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and this alternate airway; INT Anchorage 309° and McGrath 122° radials; to McGrath, Alaska (14-mile-wide airway from 45 nmi from Anchorage to 45 nmi from McGrath), including the area within 16 miles each side of the centerline of the airway at and above 24,000 feet MSL. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 2/7/63 27 F.R. 12616 (Changed); 10/17/63 28 F. R. 8448 (Changed);
PENDING AMENDMENT
In V-440 "The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority." is added. 2/6/64 28 F. R. 13297 (Changed);

V-452 From Moses Point, Alaska, via Galena, Alaska (14-mile-wide airway from 45 nmi from Moses Point to 45 nmi from Galena); to Nenana, Alaska (14-mile-wide airway from 45 nmi from Galena to 45 nmi from Nenana).

AMENDMENTS 10/17/63 28 F. R. 8448 (Added); Alt. of Amend. (Eff. Imme.) 10/14/63 28 F. R. 11059 (Rewritten)
1/9/64 28 F. R. 11059 (Rewritten);

§71.125 **Alaskan low altitude VOR Federal airways.**

V-456 From King Salmon, Alaska, to Anchorage, Alaska, including the area within 16 miles either side of the centerline of the airway at and above 24,000 feet MSL. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

V-463 From Anchorage, Alaska, to Skwentna, Alaska, RR. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 2/7/63 27 F.R 12616 (Added);

V-480 From McGrath, Alaska, via Nenana, Alaska (14-mile wide airway from 45 nmi from McGrath to 45 nmi from Nenana), to Fairbanks, Alaska, ILS LMM.

AMENDMENTS 10/17/63 28 F. R. 8448 (Added); 1/9/64 28 F. R. 12341 (Rewritten);

V-495 From Biorka, Alaska, to Sisters Island, Alaska.

AMENDMENTS 5/2/63 28 F.R. 2308 (Added);

V-498 McGrath, Alaska, to Galena, Alaska (13-mile-wide airway from 45 nmi from McGrath to 45 nmi from Galena) including the area within 16 miles each side of the centerline of the airway at and above 24,000 feet MSL.

AMENDMENTS 10/17/63 28 F. R. 8448 (Added);

V-504 From Nenana, Alaska, to Bettles, Alaska (beginning at 45 nautical miles from Nenana increasing in width of one mile for every 5 nautical miles in length to 60 nautical miles from Nenana, thence a 14-mile-wide airway to 60 nautical miles from Bettles, thence decreasing in width of one mile for every 5 nautical miles in length to 45 nautical miles from Bettles).

AMENDMENTS 10/17/63 28 F. R. 9427 (Added);

V-506 From King Salmon, Alaska, to Bethel, Alaska.

V-508 From Middleton Island, Alaska, to Kenai, Alaska, including the area within 16 miles either side of the centerline of the airway at and above 24,000 feet MSL. The airspace within W-533 is excluded.

V-512 From Sisters Island, Alaska, to INT of Yakutat, Alaska, 139° and Sisters Island 272° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

§ 71.127 **Hawaiian low altitude VOR Federal airways.**

V-1 HAWAII From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via INT of Molokai 268° and Honolulu 113° radials; Lanai, Hawaii; INT of Maui, Hawaii, 183° and Lanai 107° radials; INT of Maui 183° and Lanai 118° radials; Upolu Point, Hawaii; INT of Upolu Point 093° and Hilo, Hawaii, 034° radials; to Hilo. The airspace within R-3104 and W-320 is excluded.

AMENDMENTS 9/19/63 28 F. R 7290 (Changed); 9/19/63 28 F. R. 7670 (Changed);

V-2 HAWAII From South Kauai, Hawaii, via Lihue, Hawaii; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; INT of Honolulu 113° and Lanai, Hawaii, 304° radials; Lanai, including an S alternate; INT of Lanai 107° and Upolu Point, Hawaii, 306° radials; Upolu Point; INT of Upolu Point 093° and Hilo, Hawaii, 334° radials; Hilo; to INT of Hilo 091° radial and Long. 154° 31' 00" W. The airspace within R-3104 and W-320 is excluded.

V-3 HAWAII From INT of Hilo, Hawaii, 173° radial and a point 36 miles S of Hilo via Hilo; to INT of Hilo 004° and Upolu Point, Hawaii, 093° radials.

V-4 HAWAII From INT of Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials via Koko Head; to INT of Koko Head 065° and Upolu Point, Hawaii, 002° radials, including the airspace between straight lines starting from a point on each outer boundary of the airway at a distance of 50 miles SW, and NE of the Koko Head, diverging southwestward and northeastward at angles of 6° relative to the airway's centerline.

V-6 HAWAII From INT of Molokai, Hawaii 067° and Maui, Hawaii 331° radials via Maui; INT of Maui 080° and Hilo, Hawaii 334° radials; to Hilo.

V-7 HAWAII From Lanai, Hawaii, to Molokai, Hawaii.

V-8 HAWAII From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via Molokai; to INT of Molokai 067° and Upolu Point, Hawaii, 010° radials, including the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 miles NE from Molokai, and diverging northeastward at angles of 6° relative to the centerline of the airway.

V-9 HAWAII From INT of Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials to Honolulu, including the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 miles S from Honolulu, and diverging southward at angles of 6° relative to the centerline of the airway. The airspace above 21,000 feet MSL within W-321 (Area C) is excluded.

V-10 HAWAII From Hilo, Hawaii, to INT of Hilo 051° and Upolu Point; Hawaii, 081° radials, including the additional airspace between lines diverging at an angle of 5° either side of the Hilo VOR 051° radial, extending from the VOR. The airspace below 1,200 feet MSL from Hilo to the INT of the Hilo 051° and the Upolu Point 093° radials, and the airspace below 2,500 feet MSL from the INT of the Hilo 051° and the Upolu Point 093° radials to the INT of the Hilo 051° and the Upolu Point 081° radials, is excluded.

AMENDMENTS 10/17/63 28 F. R. 9428 (Added);

V-11 HAWAII From INT of Lanai, Hawaii, 149° and Upolu Point, Hawaii, 211° radials via Upolu Point; to INT of Upolu Point 349° and Maui, Hawaii, 080° radials.

V-12 HAWAII From INT of Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials via Honolulu; Koko Head, Hawaii; INT of Koko Head 050° and Maui, Hawaii, 012° radials, including the additional area between lines diverging at an angle of 5° from the centerline extending W from Honolulu and NE from Koko Head.

V-13 HAWAII From Lihue, Hawaii, via INT of Lihue 145° and Honolulu, Hawaii, 269° radials; INT of South Kauai, Hawaii, 133° and Koko Head, Hawaii, 254° radials, to Koko Head.

V-14 HAWAII From INT of South Kauai, Hawaii, 271° radial and Long. 161° 20' 00" W., via South Kauai; INT of South Kauai 133° and Koko Head, Hawaii, 254° radials; to Koko Head, including the additional area between lines diverging at an angle of 5° from the centerline extending W from South Kauai. The airspace within R-3101 and W-510 is excluded.

V-15 HAWAII From INT of South Kauai, Hawaii, 288° radial and Long. 161° 15' 00" W., via South Kauai; INT of South Kauai 108° and Lihue, Hawaii, 130° radials; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Koko Head, Hawaii; Molokai, Hawaii; Maui, Hawaii; INT of Maui 095° and Hilo, Hawaii, 334° radials; to Hilo, including the additional area between lines diverging at a 5° angle from the centerline extending NW from South Kauai. The airspace within R-3101 and W-510 is excluded.

V-16 HAWAII From Honolulu, Hawaii, via INT of Honolulu 179° and Lanai; Hawaii, 289° radials; Lanai; Upolu Point, Hawaii; INT of Upolu Point 108° and Hilo, Hawaii, 034° radials; to Hilo. The airspace within R-3104 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/19/63 28 F. R. 7670 (Added);

V-17 HAWAII From INT of Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials to Maui. The airspace within R-3104 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/19/63 28 F. R. 7670 (Added);

SUBPART D - INTERMEDIATE ALTITUDE VOR FEDERAL AIRWAYS

§ 71.141 Designation.

The airspace areas described in this Subpart are designated as intermediate altitude VOR Federal airways and unless otherwise specified the airspace areas outside of the continental control area and within eight miles of each side of the centerline of the airways listed below are designated as control areas. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.143 Intermediate altitude VOR Federal airways.

V-1500 Sherbrooke, Quebec; 10 miles wide Millinocket, Maine; Fredericton, New Brunswick, excluding the portion over Canada.

V-1501 Cape Charles, Va., 8 miles wide Snow Hill, Md.; 10 miles wide Sea Isle, N. J.; INT Sea Isle 049°, Hampton, N. Y., 223° radials; Hampton, including the additional airspace between lines diverging from Sea Isle to points of tangency to a 9 mile radius circle centered at INT Sea Isle 049°, Hampton 223° radials: within the circumference of the circle and between lines tangent to that circle converging to Hampton.

V-1502 Seattle, Wash., 14 miles wide INT Ephrata, Wash., 273°, Ellensburg, Wash., 358° radials; 10 miles wide Ephrata; Spokane, Wash.; Mullan Pass, Idaho; thence Great Falls, Mont.; Lewistown, Mont; Miles City, Mont. Dickinson, N. Dak.; Bismarck, N. Dak.; Jamestown, N. Dak.; Alexandria, Minn.; Minneapolis, Minn.; Eau Claire, Wis.; Green Bay, Wis.; 15 miles wide (8 miles N 7 miles S of the centerline) INT Green Bay 116°, White Cloud, Mich., 302° radials; thence White Cloud; Saginaw, Mich.; 10 miles wide Peck, Mich.; London, Ont.; Buffalo, N. Y.; thence Syracuse, N. Y.; 10 miles wide INT Syracuse 100°, Cambridge, N. Y., 272° radials; thence Cambridge; 10 miles wide Manchester, N. H.; INT Manchester 117°, Boston, Mass., 014° radials; Boston, excluding the portion over Canada.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed);

V-1503 Jacksonville, Fla.; 10 miles wide Charleston, S. C.; INT Charleston 049°, Florence, S. C., 167° radials; thence INT Charleston 049°, Wilmington, N. C., 234° radials; Wilmington; INT Wilmington 028°, Rocky Mount, N. C., 135° radials; 18 miles wide INT Norfolk, Va., 209°, Rocky Mount 110° radials; thence INT Norfolk 209°, Cofield, N. C., 101° radials; 13 miles wide (8 miles W 5 miles E of the centerline) Norfolk; 10 miles wide Cape Charles, Va.; Salisbury Md.; INT Salisbury 025°, Coyle, N. J., 215° radials; Coyle; INT Coyle 057°, Riverhead, N. Y., 218° radials; Riverhead; INT Riverhead 046°, Boston, Mass., 223° radials; Boston; Kennebunk, Maine; 12 miles wide INT Kennebunk 033°, Bangor, Maine, 232° radials; 10 miles wide Bangor; Millinocket, Maine; Presque Isle, Maine; INT Presque Isle 356° radial, U. S./Canadian Border. Portions of this airway below 17,000 feet MSL, above 23,000 feet MSL between Jacksonville, Fla., and Charleston, S. C., are excluded.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed); 1/10/63 27 F.R. 11938 (Changed); 4/4/63 28 F.R. 1503 (Changed);

V-1504 Seattle, Wash., 14 miles wide INT Ephrata, Wash., 273°, Ellensburg, Wash., 358° radials; 10 miles wide Ephrata; thence INT Ephrata 096°, Mullan Pass, Idaho, 260° radials; Mullan Pass; Missoula, Mont.: Helena, Mont.; Billings, Mont.; Sheridan Wyo.; Dupree, S. Dak.; Watertown, S. Dak.; Redwood Falls, Minn.: Rochester, Minn.; Lone Rock, Wis.; 10 miles wide INT Lone Rock 106°, Milwaukee, Wis., 270° radials; Milwaukee, Wis.; Muskegon, Mich.; thence INT Muskegon 114°, Salem, Mich., 291° radials; Salem; 10 miles wide Windsor, Ont.; Erie, Pa.; thence Bradford, Pa.; INT Bradford 095°, Wilkes-Barre, Pa., 279° radials; INT Thornhurst, Pa., 310°, Wilkes-Barre 279° radials; 10 miles wide Wilkes-Barre; Poughkeepsie, N. Y.; Putnam, Conn.; Providence, R. I.; Nantucket, Mass., excluding the portion over Canada.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed);

V-1505 Jacksonville, Fla.; 10 miles wide INT Jacksonville 009°, Savannah, Ga., 195° radials; 14 miles wide INT Savannah 195°, Alma, Ga., 083° radials; 10 miles wide Savannah; Charleston, S. C.; INT Charleston 029°, Florence, S. C., 179° radials; thence Florence; INT Florence 002°, Raleigh-Durham, N. C., 225° radials; Raleigh-Durham; Lawrenceville, Va.; 10 miles wide Richmond; 12 miles wide INT Richmond 039°, Nottingham, Md., 153° radials; thence Kenton, Del.; New Castle, Del.; West Chester, Pa.; Pottstown, Pa.; INT Pottstown 058°, Solberg, N. J., 242° radials; Solberg; INT Solberg 051°, Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.; Putnam, Conn.; 10 miles wide INT Putnam 043°, Boston, Mass., 256° radials; Boston.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed); 1/10/63 27 F.R. 11759 (Changed); 4/4/63 28 F.R. 1503 (Changed);

V-1506 Neah Bay, Wash., RBN 10 miles wide INT 112° bearing from Neah Bay RBN, Port Angeles, Wash., 282° radial; 8 miles wide Port Angeles; 14 miles wide INT Port Angeles 090°, Seattle, Wash., 322° radials; thence Seattle; Pendleton, Oreg.; McCall, Idaho; DuBois, Idaho; DuNoir, Wyo.; Boysen Reservoir, Wyo.; Casper, Wyo.; Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; 10 miles wide INT Sioux City 079°, Neola, Iowa, 354° radials; thence Fort Dodge, Iowa; Dubuque, Iowa, INT Dubuque 095°, Northbrook, Ill., 273° radials; INT Northbrook 273°, Janesville, Wis., 137° radials; 10 miles wide Northbrook; INT Northbrook 093°, Chicago Heights, Ill., 358° radials; thence INT Northbrook 093°, Keeler, Mich., 271° radials; Keeler; 10 miles wide INT Keeler 094°, Muskegon Mich., 155° radials; thence INT Keeler 094°, Carleton, Mich., 271° radials; Carleton; 10 miles wide Jefferson, Ohio; thence Keating, Pa.; INT Keating 099°, Tannersville, Pa., 275° radials; 10 miles wide Tannersville; INT Tannersville 055°, Sparta, N. J., 300° radials; Sparta, excluding the portion over Canada.

V-1507 Key West, Fla., 10 miles wide Miami, Fla.; thence Pahokee, Fla.; INT Orlando, Fla., 162°, Vero Beach, Fla., 296° radials; 10 miles wide Orlando; INT Orlando 354°, Daytona Beach, Fla., 289° radials, including the additional airspace between lines diverging from Orlando to points of tangency to a 5.2-mile radius circle centered at INT Orlando 354°, Daytona Beach 289° radials, and within the circle; 12 miles wide INT Jacksonville 174°, Daytona Beach 317° radials; 10 miles wide Jacksonville; INT Jacksonville 009°, Savannah, Ga., 195° radials; 14 miles wide INT Savannah 195°, Alma, Ga., 083° radials; 10 miles wide Savannah; INT Savannah 350°, Charleston, S. C., 243° radials; thence Allendale, S. C.; 10 miles wide INT Allendale 013°, Charleston 293° radials; thence Columbia, S. C.; 10 miles wide Fort Mill, S. C.; thence Greensboro, N. C.; INT Greensboro 357°, Elkins, W. Va., 179° radials; Elkins; Morgantown, W.Va., Pittsburgh, Pa.; 10 miles wide INT Pittsburgh 354°, Tidioute, Pa., 214° radials; thence Tidioute; Buffalo, N. Y. Excluding portions lying within Key West Warning Area (W-173).

AMENDMENTS 9/19/63 28 F. R. 8129 (Changed);

V-1508 Portland, Oreg.; The Dalles, Oreg.; Baker, Oreg.; Boise, Idaho; 12 miles wide Burley, Idaho; thence Malad City, Idaho; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo.; INT Medicine Bow 106°, Sydney, Nebr., 293° radials, Sidney; North Platte, Nebr.; INT North Platte 073°, Wolbach, Nebr., 266° radials; Wolbach; 12 miles wide Neola, Iowa; Newton, Iowa; 10 miles wide Cedar Rapids, Iowa; Polo, Ill.; INT Polo 088°, Naperville, Ill., 290° radials; Naperville; thence South Bend, Ind.; INT South Bend 092°, Waterville, Ohio, 288° radials; Waterville; INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials; Clarion: 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; INT Selinsgrove 103°, Allentown, Pa., 248° radials; 12 miles wide INT Selinsgrove 103°, Allentown 223° radials; 14 miles wide INT Selinsgrove 103°, Allentown 188° radials.

AMENDMENTS 3/7/63 28 F.R. 719 (Changed);

V-1509 Biscayne Bay, Fla.; West Palm Beach, Fla.; Vero Beach, Fla.; INT Daytona Beach, Fla., 161°, Orlando, Fla. 123° radials; 10 miles wide Daytona Beach; Savannah, Ga., including additional airspace between lines diverging from Daytona Beach to points of tangency to an 8.7 mile radius circle centered at latitude 30° 43'50" N., longitude 81°06'45" W., within the circumference of the circle and between lines tangent to the circle converging to Savannah; INT Savannah 350°, Charleston, S. C., 243° radials; thence Allendale, S. C.; 10 miles wide INT Allendale 013°, Charleston 293° radials; thence Columbia, S. C.; 10 miles wide Fort Mill, S. C.; thence Pulaski, Va.; Parkersburg, W. Va.; INT Parkersburg 358°, Cleveland, Ohio, 138° radials; Cleveland 10 miles wide Windsor, Ont.; INT Windsor 320°, Saginaw, Mich., 163° radials; thence Saginaw; Traverse City, Mich.; INT Traverse City 018°, Sault Ste. Marie, Mich., 214° radials; 10 miles wide Sault Ste. Marie, excluding the portion over Canada.

AMENDMENTS 4/4/63 28 F.R. 1503 (Changed); 9/19/63 28 F. R. 7424 (Changed); (Amend. Alt. 28 F. R. 8022);

PENDING AMENDMENT

In V-1509 "The portion of this airway within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.

3/5/64 29 F. R. 4 (Changed);

V-1510 San Francisco, Calif.; 10 miles wide INT San Francisco 304°, Sacramento, Calif., 233° radials; thence INT Sacramento 233°, Linden, Calif., 269° radials; 8 miles wide Sacramento; 10 miles wide INT Sacramento 038°, Lake Tahoe, Calif., 261° radials; thence INT Sacramento 038°, Reno, Nev., 257° radials; 10 miles wide Reno; Lovelock, Nev.; Battle Mountain, Nev.; INT Battle Mountain 062°, Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; thence Fort Bridger, Wyo.; Rock Springs, Wyo.; Laramie, Wyo.; Cheyenne, Wyo.; Sidney, Nebr.; North Platte, Nebr.; Grand Island, Nebr.; 12 miles wide INT Grand Island 084°, Pawnee City, Nebr., 335° radials; 10 miles wide Omaha, Nebr.; Des Moines, Iowa; thence Moline, Ill.; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials: Clarion: 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; Ravine, Pa.; 8 miles wide INT Ravine, 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 098°, Coyle, N.J., 032° radials; Idlewild, N. Y.; INT Idlewild 080°, Nantucket, Mass., 255° radials; Nantucket, including the additional airspace between lines diverging from Idlewild to points of tangency to a 9.5 mile radius circle centered at INT Idlewild 080°, Nantucket 255° radials; within the circumference of the circle and between lines tangent to that circle converging to Nantucket.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed); 1/10/63 27 F.R. 11532 (Changed);

V-1511 Key West, Fla., 10 miles wide Fort Myers, Fla.; thence Lakeland, Fla.; 10 miles wide Ocala, Fla.; INT Ocala 343°, Taylor, Fla., 170° radials; Taylor; Alma, Ga.; thence INT Alma 012°, Augusta, Ga., 170° radials; 10 miles wide Augusta; thence Spartanburg, S. C.; Holston Mountain, Tenn.; Charleston, W. Va.; INT Charleston 357°, Tiverton, Ohio, 161° radials; Tiverton; Cleveland, Ohio; 10 miles wide INT Cleveland 307°, Salem, Mich., 140° radials; Salem; excluding portions lying within Key West Warning Area (W-173) and over Canada.

V-1512 San Francisco, Calif., 10 miles wide INT San Francisco 304°, Sacramento, Calif., 233° radials; thence INT Sacramento 233°, Linden, Calif., 269° radials; 10 miles wide Linden; INT Linden 046°, Reno, Nev., 208° radials; thence Reno; 10 miles wide Lovelock, Nev.; Battle Mountain, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; thence Myton, Utah; Kremmling, Colo.; INT Kremmling 081°, Akron, Colo., 272° radials; Akron; Hayes Center, Neb.; Grand Island, Nebr.; 12 miles wide INT Grand Island 084°, Pawnee City, Nebr., 335° radials; 10 miles wide Omaha, Nebr.; Des Moines, Iowa; thence INT Des Moines 080°, Cordova, Ill., 267° radials; Cordova; 10 miles wide Naperville, Ill.

V-1513 Biscayne Bay, Fla., 10 miles wide INT Biscayne Bay 021°, Vero Beach, Fla., 143° radials; Vero Beach; thence INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 344°, Jacksonville, Fla., 159° radials; Jacksonville; thence INT Jacksonville 319°, Alma, Ga., 148° radials; Alma; INT Alma 335°, Norcross, Ga., 146° radials; Norcross; 10 miles wide INT Norcross 011°, Royston, Ga., 270° radials; thence INT Norcross 011°, Knoxville, Tenn., 181° radials; Knoxville; London, Ky.; Lexington, Ky.; Cincinnati, Ohio; 10 miles wide Rosewood, Ohio; thence INT Rosewood 018°, Waterville, Ohio, 190° radials; Waterville; Carleton, Mich.; Salem, Mich.; INT Salem 349°, Saginaw, Mich., 157° radials; Saginaw.

AMENDMENTS 9/19/63 28 F. R. 8129 (Changed);

V-1514 Salt Lake City, Utah; Myton, Utah; Kremmling, Colo.; Denver, Colo.; Thurman, Colo.; INT Thurman 100°, Hill City, Kans., 277° radials; Hill City; Russell, Kans.; 10 miles wide Salina, Kans.; Topeka, Kans.; Kansas City, Mo.; thence Kirksville, Mo.; INT Kirksville 065°, Bradford, Ill., 247° radials; Bradford; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091°, Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; INT Selinsgrove 083°, Allentown, Pa., 281° radials; Allentown; Solberg, N. J.; INT Solberg 086°, Robbinsville, N J., 040° radials.

V-1515 Key West, Fla., 10 miles wide INT Key West 078°, Miami, Fla., 205° radials; Miami; thence Pahokee, Fla.; INT Pahokee 009°, Vero Beach, Fla., 193° radials; Vero Beach; INT Daytona Beach, Fla., 161°, Orlando, Fla., 123° radials; 10 miles wide Daytona Beach; INT Daytona Beach 344°, Jacksonville, Fla., 159° radials; Jacksonville; thence INT Jacksonville 319°, Alma, Ga., 148° radials; Alma; 10 miles wide Macon, Ga., McDonough, Ga.; Norcross, Ga.; INT Norcross 011°, Royston, Ga., 270° radials; thence INT Norcross 011°, Knoxville, Tenn., 181° radials; Knoxville; 10 miles wide INT Knoxville 329°, London, Ky., 185° radials; thence Louisville, Ky.; INT Louisville, Ky., 333°, Indianapolis, Ind., 170° radials; INT Indianapolis 170°, Lewis, Ind., 104° radials; 10 miles wide INT Indianapolis 170°, Lewis 082° radials; thence Indianapolis; INT Indianapolis 312°, Roberts, Ill., 113° radials; Chicago Heights, Ill.; INT Chicago Heights 358°, Milwaukee, Wis., Wis., 137° radials; 10 miles wide Milwaukee.

AMENDMENTS 9/19/63 28 F. R. 8129 (Changed);

V-1516 Oakland, Calif.; 10 miles wide INT Oakland, Calif., 077°, Stockton, Calif., 268° radials; Stockton; INT Stockton 085°, Linden, Calif., 143° radials; thence Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Hanksville, Utah; La Sal, Utah; Gunnison, Colo.; INT Pueblo, Colo., 275°, Colorado Springs, Colo., 209° radials; 10 miles wide Pueblo; INT Pueblo 094°, Colorado Springs 145° radials; thence Lamar, Colo.; Russell, Kans.; 10 miles wide Salina, Kans.; Topeka, Kans.; Kansas City, Mo.; 12 miles wide INT Kansas City 093°, Hallsville, Mo., 277° radials; Hallsville; thence Vandalia, Ill.; 14 miles wide INT Vandalia 073°, Indianapolis, Ind., 250° radials; INT Indianapolis 250°, Lewis, Ind., 351° radials; 10 miles wide Indianapolis; thence INT Indianapolis 069°, Rosewood, Ohio, 261° radials; Rosewood; Tiverton, Ohio; Briggs, Ohio; Tyrone, Pa.; 10 miles wide INT Tyrone 095°, Ravine, Pa., 279° radials; INT Ravine 279°, Harrisburg, Pa., 011° radials; 8 miles wide Ravine; INT Ravine 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 098°, Coyle, N. J., 032° radials. The portion of this airway within R-6408 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 1/10/63 27 F.R. 11532 (Changed); 8/1/63 28 F.R. 6495 (Changed);

V-1517 Miami, Fla.; La Belle, Fla.; 10 miles wide Lakeland, Fla.; Ocala, Fla.; INT Ocala 343°, Taylor, Fla., 170° radials; Taylor; Alma, Ga.; Macon, Ga.; McDonough, Ga.; INT McDonough 345°, Royston, Ga., 273° radials; thence Crossville, Tenn.; Bowling Green, Ky.; Lewis, Ind.; 10 miles wide INT Lewis 349°, Indianapolis, Ind., 288° radials; thence INT Peotone, Ill., 168°, Bradford, Ill., 098° radials; 10 miles wide Peotone.

V-1518 Minneapolis, Minn.; Nodine, Minn.; Lone Rock, Wis.; INT Lone Rock 147°, Janesville, Wis., 294° radials; 10 miles wide Janesville; thence Naperville, Ill.; Chicago Heights, Ill.; 12 miles wide Goshen, Ind.; thence INT Goshen 108°, Fort Wayne, Ind., 068° radials; Attica, Ohio; INT Attica 106°, Pittsburgh, Pa., 294° radials; Pittsburgh; Martinsburg, W. Va.; 10 miles wide INT Herndon, Va., 048°, Washington, D. C. 324° radials; Washington.

AMENDMENTS 5/30/63 28 F.R 3779 (Changed); 9/19/63 28 F. R. 7424 (Changed); (Amend. Alt. 28 F. R. 8022);

V-1519 Miami, Fla.; Fort Myers, Fla.; INT Fort Myers 331°, Lakeland, Fla., 202° radials; 10 miles wide St. Petersburg, Fla.; Cross City, Fla.; INT Cross City, 325°, Albany, Ga., 160° radials; Albany; including the additional airspace between lines diverging from Cross City to points of tangency to a 7-mile radius circle centered at INT Cross City 325°, Albany 160° radials, within the circle and between lines tangent to the circle converging at Albany; thence INT Albany 350°, Atlanta, Ga., 179° radials; Atlanta; 10 miles wide INT Atlanta 007°, McDonough, Ga., 333° radials.

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed);

V-1520 Minneapolis, Minn.; INT Minneapolis 165°, Rochester, Minn., 334° radials; Rochester; Rewey, Wis.; INT Rewey 123°, Joliet, Ill., 316° radials; Joliet; Peotone, Ill.; 12 miles wide INT Peotone 096°, Fort Wayne, Ind., 281° radials; Fort Wayne; thence Appleton, Ohio; INT Appleton 111°, Morgantown, W. Va., 284° radials; Morgantown; INT Morgantown 109°, Martinsburg, W. Va., 253° radials; 10 miles wide Front Royal, Va.; Herndon, Va.

AMENDMENTS 5/30/63 28 F. R. 3779 (Changed); 10/17/63 28 F. R. 9428 (Changed);

V-1521 Miami, Fla., La Belle, Fla.; INT St. Petersburg, Fla., 133°, Lakeland, Fla., 227° radials; 10 miles wide St. Petersburg; Tallahassee, Fla.; thence Tuskegee, Ala.; Birmingham, Ala.; Muscle Shoals, Ala.; Paducah, Ky.; Farmington, Mo.

V-1522 Los Angeles, Calif., 10 miles wide Ontario, Calif.; Hector, Calif.; 12 miles wide Boulder, Nev.; 10 miles wide Mormon Mesa, Nev.; thence Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Kremmling, Colo.; Denver, Colo.; Thurman, Colo.; INT Thurman 100° Hill City, Kans., 277° radials; Hill City; Mankato, Kans.; 10 miles wide Pawnee City, Nebr.; Lamoni, Iowa; thence Moline, Ill.; Joliet, Ill.; 12 miles wide Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; thence INT Waterville 095°, Carleton, Mich., 162° radials; 10 miles wide INT Waterville 095°, Attica, Ohio, 007° radials; thence Cleveland, Ohio; INT Cleveland 091° Clarion, Pa., 282° radials; Clarion; 10 miles wide Philipsburg, Pa.; Selinsgrove, Pa.; Ravine, Pa.; 8 miles wide INT Ravine 103°, Allentown, Pa., 246° radials; 10 miles wide Yardley, Pa.; INT Yardley 056°, Solberg, N. J., 135° radials.

AMENDMENTS Eff. Immed. 12/20/62 27 F.R. 12815 (Changed); 1/10/63 27 F.R. 11532 (Changed); 2/7/63 28 F.R. 178 (Changed); 3/7/63 28 F.R. 722 (Changed); 12/12/63 28 F. R. 11502 (Changed);

V-1523 New Orleans, La.; McComb, Miss.; Jackson, Miss.; Greenwood, Miss.; Memphis, Tenn.; thence 10 miles wide INT Memphis 351°, Dyersburg, Tenn., 235° radials; Dyersburg; thence Paducah, Ky.; INT Paducah 039°, Evansville, Ind., 227° radials; INT Evansville 227°, Samsville, Ill., 178° radials; Evansville; INT Evansville 033°, Indianapolis, Ind., 206° radials; Indianapolis; Fort Wayne, Ind.; Salem, Mich.

AMENDMENTS 6/27/63 28 F. R. 4227 (Changed);

V-1524 Long Beach, Calif.; 10 miles wide Ontario, Calif.; Hector, Calif.; Goffs, Calif.; thence Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Lamar, Colo.; Garden City, Kans.; INT Garden City 086°, Anthony, Kans., 340° radials; 10 miles wide Hutchinson, Kans.; Emporia, Kans.; INT Emporia 050°, Blue Springs, Mo., 268° radials; 8 miles wide Blue Springs; 12 miles wide INT Blue Springs 095°, Readsville, Mo., 280° radials; thence Readsville; Troy, Ill.; INT Troy 080°, Lewis, Ind., 250° radials; Lewis; INT Lewis 071°, Cincinnati, Ohio, 350° radials; 10 miles wide Dayton, Ohio; INT Dayton 084°, Rosewood, Ohio, 123° radials; thence Appleton, Ohio; INT Appleton 085°, Parkersburg, W. Va., 023° radials; 10 miles wide Pittsburgh, Pa.; 8 miles wide Johnstown, Pa.; thence Harrisburg, Pa.; 10 miles wide INT Harrisburg 073°, Allentown, Pa., 245° radials; Allentown; Solberg, N. J.; INT Solberg 086°, Robbinsville, N. J., 040° radials.

AMENDMENTS 9/19/63 28 F. R. 7394 (Changed);

V-1525 New Orleans, La.; McComb, Miss.; Jackson, Miss.; Greenwood, Miss.; Memphis, Tenn.; 10 miles wide Walnut Ridge, Ark.; thence Farmington, Mo.; INT Farmington 351°, Troy, Ill., 234° radials; 10 miles wide Troy; thence Roberts, Ill.; INT Roberts 008°, Bradford, Ill., 098° radials; 10 miles wide INT Roberts 008°, Joliet, Ill., 093° radials.

AMENDMENTS 2/7/63 27 F.R 11989 (Changed); 7/25/63 28 F. R 5081 (Changed);

V-1526 Troy, Ill.; Samsville, Ill.; Nabb, Ind.; York, Ky.; Elkins, W. Va.; 10 miles wide Linden, Va.; INT Linden 128°, Herndon, Va., 220° radials.

AMENDMENTS 5/30/63 28 F.R. 3779 (Changed);

V-1527 Houston, Tex.; Lufkin, Tex.; Gregg County, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; INT Pine Bluff 037°, Walnut Ridge, Ark., 188° radials; Walnut Ridge; Farmington, Mo.; INT St. Louis, Mo., 171°, Troy, Ill., 233° radials; 10 miles wide St. Louis; thence Capital, Ill.; INT Capital 036°, Joliet, Ill., 204° radials; Joliet; 10 miles wide Naperville, Ill.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

V-1528 Quebec, Province of Quebec; Canada, R.R.; Houlton, Maine, excluding the portion over Canada.

AMENDMENTS 10/17/63 28 F. R. 9430 (Added);

V-1529 Dallas, Tex.; INT Dallas 299°, Wichita Falls, Tex., 122° radials; Wichita Falls; Childress, Tex., 10 miles wide Amarillo, Tex.; Dalhart, Tex., thence Tobe, Colo.; INT Pueblo, Colo., 147°, Hugo, Colo., 225° radials; 10 miles wide Pueblo;
INT Pueblo 018°, Kiowa, Colo., 169° radials; Kiowa; Denver, Colo.; thence Laramie, Wyo.; Medicine Bow, Wyo.; Casper, Wyo.; Crazy Woman, Wyo.; Sheridan, Wyo.; Billings, Mont.; INT Billings 317°, Great Falls, Mont., 122° radials; Great Falls.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 6/27/63 28 F. R. 4507 (Changed);

V-1530 Ponca City, Okla.; Oswego, Kans.; Springfield, Mo.; Farmington, Mo.; Evansville, Ind.; INT Evansville 080°, Louisville, Ky., 269° radials; INT Louisville 269°, Nabb, Ind., 214° radials; 10 miles wide Louisville; thence Lexington, Ky.; Charleston, W. Va.; Elkins, W. Va.; INT Elkins 074°, Front Royal, Va., 271° radials; Front Royal.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed : 5/2/63 28 F.R. 2230 (Changed); 9/19/63 28 F. R. 7394 (Rewritten):

V-1531 Houston, Tex., INT Houston 314°, Leona, Tex., 173° radials; Leona; INT Leona 338°, Dallas, Tex., 170° radials; Dallas; Ardmore, Okla.; INT Ardmore 342°, Oklahoma City, Okla., 154° radials; Oklahoma City; 12 miles wide INT Oklahoma City 282°, Gage, Okla., 133° radials; Gage; thence Liberal, Kans.; Lamar, Colo.; Hugo, Colo.; Kiowa, Colo.; 10 miles wide Denver, Colo.; INT Denver 292°, Kremmling, Colo., 081° radials.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed); 2/7/63 27 F.R. 12347 (Changed);

V-1532 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; INT Ontario 091°, Thermal, Calif., 305° radials; 14 miles wide INT Ontario 091°, Twentynine Palms, Calif., 244° radials; 10 miles wide Twentynine Palms; INT Twentynine Palms 058°, Hector, Calif., 131° radials; thence Needles, Calif.; Prescott, Ariz.; Winslow, Ariz.; Zuni, N. Mex.; INT Zuni 087°, Albuquerque, N. Mex., 269° radials; Albuquerque; Anton Chico, N. Mex.; Tucumcari, N. Mex.; 10 miles wide Amarillo, Tex.; Sayre, Okla.; thence Oklahoma City, Okla.; Tulsa, Okla.; Fayetteville, Ark.; INT Fayetteville 052°, Maples, Mo., 237° radials; Maples; INT Troy, Ill., 234°, Farmington, Mo., 351° radials; 10 miles wide Troy; thence INT Troy 080°, Lewis, Ind., 250° radials; Lewis; INT Lewis 071°, Cincinnati, Ohio, 350° radials; 10 miles wide Dayton, Ohio; INT Dayton 084°, Rosewood, Ohio, 123° radials; thence Appleton, Ohio; INT Appleton 085°, Parkersburg, W. Va., 023° radials; 10 miles wide Pittsburgh, Pa.; 8 miles wide Johnstown, Pa.; thence Harrisburg, Pa.; West Chester, Pa.; INT WEST Chester 095°, Woodstown, N. J., 043° radials; 10 miles wide INT Woodstown 043°, Robbinsville, N. J., 239° radials; Robbinsville.

AMENDMENTS 2/7/63 27 F.R. 11989 (Changed); 7/25/63 28 F. R. 5081 (Changed);
AMENDMENTS 8/22/63 28 F. R. 6873 (Changed);

V-1533 San Antonio, Tex.; INT San Antonio 002°, Lometa, Tex., 173° radials; Lometa; Mineral Wells, Tex.; 10 miles wide INT Mineral Wells 355°, Bridgeport, Tex., 224° radials; Bridgeport; thence Ardmore, Okla.; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; 10 miles wide Butler, Mo.; Blue Springs, Mo.; INT Blue Springs 016°, Kansas City, Mo., 060° radials; thence Kirksville, Mo.; INT Kirksville 050°, Moline, Ill., 233° radials; Moline; Janesville, Wis.; 10 miles wide Milwaukee, Wis.

V-1534 Nashville, Tenn.; Bowling Green, Ky.; INT Bowling Green 063°, Louisville, Ky., 168° radials; Lexington, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; 12 miles wide INT Martinsburg 058°, Harrisburg, Pa., 165° radials; thence INT Martinsburg 058°, Pottstown, Pa., 260° radials; Pottstown; INT Pottstown 058°, Solberg, N. J., 242° radials; Solberg; INT Solberg 051°, Trinity, N. Y., 232° radials; Trinity; Hartford, Conn.; Putnam, Conn.; 10 miles wide INT Putnam 043°, Boston, Mass., 256° radials; Boston.

V-1535 Blue Springs, Mo.; 10 miles wide INT Blue Springs 016°, Kansas City, Mo., 060° radials; thence INT Blue Springs 016°, Lamoni, Iowa, 174° radials; Lamoni; 10 miles wide Des Moines, Iowa; thence Mason City, Iowa; INT Mason City 004°, Minneapolis, Minn., 165° radials; Minneapolis; Duluth, Minn.; Duluth 336° radial United States/Canadian Border.

V-1536 Long Beach, Calif.; 10 miles wide Thermal, Calif.; Blythe, Calif., thence INT Blythe 096°, Phoenix, Ariz., 272° radials; INT Phoenix 272°, Gila Bend, Ariz., 346° radials; 10 miles wide Phoenix; INT Phoenix 066°, Casa Grande, Ariz., 031° radials; 14 miles wide INT Phoenix 066°, Casa Grande 042° radials; thence St. Johns, Ariz.; INT Socorro, N. Mex., 273°, Albuquerque, N. Mex., 229° radials; 10 miles wide Socorro; Corona, N. Mex.; thence INT Corona 077°, Texico, N. Mex., 276° radials; 10 miles wide Texico; thence Childress, Tex.; Wichita Falls, Tex.; Bridgeport, Tex., Dallas, Tex., Gregg County, Tex.; INT Gregg County 123°, Alexandria, La., 300° radials; INT Alexandria 300°, Monroe, La., 207° radials; 10 miles wide Alexandria; INT Alexandria 126°, Monroe 183° radials; thence Baton Rouge, La.; New Orleans, La.; INT New Orleans 070°, McComb, Miss., 154° radials; 10 miles wide INT New Orleans 070°, McComb 140° radials; thence INT New Orleans 070°, Mobile, Ala., 243° radials; Mobile; 10 miles wide INT Mobile 106°, Crestview, Fla., 246° radials; Crestview; Marianna, Fla.; Tallahassee, Fla.; Taylor, Fla.; Jacksonville, Fla.; INT Jacksonville 144°, Daytona Beach, Fla., 360° radials; Daytona Beach. The portion of this airway within R-5112 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/10/63 27 F. R. 11939 (Changed); 1/10/63 27 F. R. 12167 (Changed); 8/1/63 28 F.R. 6495 (Changed); 9/19/63 28 F. R. 8129 (Changed);

V-1537 Laredo, Tex.; 10 miles wide Cotulla, Tex.; INT Cotulla 041°, San Antonio, Tex., 183° radials; San Antonio; Austin, Tex.; thence INT Austin 016°, Lometa, Tex., 106° radials; 10 miles wide Waco, Tex.; thence Dallas, Tex.; INT Dallas 324°, Ardmore, Okla., 176° radials; Ardmore; McAlester, Okla.; Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Peoria, Ill.; Joliet, Ill.

V-1538 Tulsa, Okla.; Fayetteville, Ark.; Walnut Ridge, Ark.; 10 miles wide Dyersburg, Tenn., thence Nashville, Tenn.; 10 miles wide INT Nashville 102°, Bowling Green, Ky., 163° radials; thence Crossville, Tenn.; 10 miles wide Knoxville, Tenn.; thence Whitesburg, Ky.; Charleston, W. Va.; Morgantown, W. Va.; Johnstown, Pa.; INT Johnstown 067°, Selinsgrove, Pa., 260° radials; Selinsgrove.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed); Alteration of Amendment 29 F. R. 254

V-1539 Abilene, Tex.; Wichita Falls, Tex.; INT Wichita Falls 028°, Ardmore, Okla., 291° radials; 10 miles wide INT Wichita Falls 028°, Oklahoma City, Okla., 202° radials; Oklahoma City; Ponca City, Okla.; INT Ponca City 328°, Wichita, Kans., 190° radials; Wichita.

V-1540 San Diego, Calif.; 12 miles wide INT San Diego 090°, Julian, Calif., 130° radials; 10 miles wide El Centro, Calif.; Yuma, Ariz.; INT Yuma 087°, Gila Bend, Ariz., 261° radials; Gila Bend; Casa Grande, Ariz.; 13 miles wide (5 miles N, 8 miles S centerline) INT Casa Grande 105°, Tucson, Ariz., 344° radials; thence San Simon, Ariz.; Deming, N. Mex.; 10 miles wide INT Deming 106°, Truth or Consequences, N. Mex., 159° radials; Newman, Tex.; 9 miles wide (4 miles N; 5 miles S of centerline) INT Newman 091°, El Paso, Texas, 066° radials; 10 miles wide INT Newman 091°, Slat Flat, Tex, 312° radials; 12 miles wide INT Newman 091°, Slat Flat 005° radials; thence Wink, Tex.; INT Wink 068°, Big Spring, Tex., 256° radials; Big Spring; 10 miles wide Abilene, Tex.; Mineral Wells, Tex.; INT Mineral Wells 078°, Dallas, Tex., 252° radials; Dallas; thence INT Dallas 079°, Texarkana, Ark., 256° radials; Texarkana; Pine Bluff, Ark.; INT Pine Bluff 067°, Memphis, Tenn., 241° radials; Memphis; INT Memphis 066°, Nashville, Tenn., 252° radials; INT Nashville 252°, Muscle Shoals, Ala., 002° radials; 10 miles wide Nashville; thence London, Ky.; Whitesburg, Ky.; Bluefield, W. Va.; 10 miles wide Montebello, Va.; thence INT Montebello 053°, Herndon, Va., 220° radials; Herndon; 10 miles wide INT Herndon 038°, West Chester, Pa., 253° radials; 12 miles wide West Chester; 10 miles wide Solberg, N. J.

AMENDMENTS 1/10/63 27 F.R. 12167 (Changed); 12/12/63 28 F. R. 11502 (Changed); Alteration of Amendment 29 F. R. 254

V-1541 Midland, Tex.; 10 miles wide Lubbock, Tex.; Amarillo, Tex.; Gage, Okla.; Anthony, Kans.; Wichita, Kans.; Emporia, Kans.; Kansas City, Mo.; thence INT Kanasa City 340°, Lamoni, Iowa, 277° radials; 10 miles wide Neola, Iowa; thence INT Neola 322°, Sioux City, Iowa, 160° radials; 10 miles wide Sioux City; thence Sioux Falls, S. Dak.; Watertown, S. Dak.; Janestown, N. Dak.; Minot, N. Dak.; U. S./Canadian Border via Minot 335° radial. The portions of this airway lying within (R-5403) are excluded. The airspace within (R-5403) shall be used only after obtaining prior approval from appropriate authority.

PENDING AMENDMENT

In V-1541 "The airspace within (R-5403) shall be used only after obtaining prior approval from appropriate authority." is deleted.

3/5/64 29 F. R. 3 (Changed);

V-1542 San Diego, Calif., 12 miles wide INT San Diego 090°, Julian, Calif., 130° radials; 10 miles wide El Centro, Calif.; Yuma, Ariz.; INT Yuma 087°, Gila Bend, Ariz., 261° radials; Gila Bend; Tucson, Ariz.; Cochise, Ariz.; thence INT Deming, N. Mex., 235°, Columbus, N. Mex., 277° radials; 8 miles wide Columbus; El Paso, Tex.; Salt Flat, Tex.; Culberson, Tex.; thence Fort Stockton, Tex.; Junction, Tex.; 10 miles wide San Antonio, Tex.; thence Houston, Tex.;
INT Houston 075°, Lake Charles, La., 256° radials; Lake Charles; INT Lake Charles 089°, New Orleans, La., 275° radials; New Orleans; INT New Orleans 070°, McComb, Miss., 154° radials; 10 miles wide INT New Orleans 070°, McComb 140° radials; thence INT New Orleans 070°, Mobile, Ala., 243° radials; Mobile; Evergreen, Ala.;
13 miles wide (5 miles NW, 8 miles SE of centerline) Montgomery, Ala.; 10 miles wide Tuskegee, Ala.; INT Tuskegee 078°, Macon, Ga., 271° radials; Macon; thence INT Macon 056°, Royston, Ga., 164° radials; 10 miles wide Augusta, Ga.; thence Columbia, S. C.; 10 miles wide INT Columbia 079°, Florence, S. C., 242° radials; Florence.

AMENDMENTS 1/10/63 27 F.R 11940 (Changed); 12/12/63 28 F. R. 11502 (Changed);
PENDING AMENDMENT
In V-1542 "Culberson, Tex.;" is deleted and "to INT Salt Flat 113°, Carlsbad, N. Mex., 204° radials;" is substituted therefor.
2/6/64 28 F. R. 11533 (Changed);

V-1543 Newman, Tex., 10 miles wide INT Newman 287°, Truth or Consequences, N. Mex., 159° radials; Truth or Consequences, Socorro, N. Mex.; thence Albuquerque, N. Mex.; Santa Fe, N. Mex.; Taos, N. Mex.; Alamosa, Colo.; Pueblo, Colo; Colorado Springs, Colo.; 10 miles wide Denver, Colo.; thence Akron, Colo.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn.; Minneapolis, Minn. The portion of this airway within R-5111 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 6/27/63 28 F. R. 4435 (Changed);
AMENDMENTS 8/1/63 28 F. R. 6495 (Rewritten).

V-1544 Dallas, Tex.; INT Dallas 079°, Texarkana, Ark., 256° radials; Texarkana; INT Greenwood, Miss., 272°, Pine Bluff, Ark., 148° radials; 10 miles wide Greenwood; thence INT Columbus, Miss., 270°, Meridian, Miss., 346° radials; 10 miles wide Columbus; Birmingham, Ala.; thence INT Birmingham 100°, Atlanta, Ga., 267° radials; Atlanta; 10 miles wide Royston, Ga.; thence Spartanburg, S. C.; Greensboro, N. C.; INT Greensboro 051°, Gordonsville, Va., 207° radials; Gordonsville.

V-1545 Tucson, Ariz.; 12 miles wide INT Tucson 316°, Phoenix, Ariz., 161° radials; 10 miles wide Phoenix; Prescott, Ariz.; thence Needles, Calif.; Goffs, Calif.; Beatty, Nev.; Coaldale, Nev.; Reno, Nev.

AMENDMENTS 1/10/63 27 F.R. 12167 (Changed);

V-1546 Dallas, Tex.; INT Dallas 097°, Shreveport, La., 275° radials; Shreveport; Monroe, La.; Jackson, Miss.; INT Meridian, Miss., 277°, Greenwood, Miss., 139° radials; 10 miles wide Meridian; INT Meridian 089°, Tuscaloosa, Ala., 213° radials; thence INT Meridian 089°, Montgomery, Ala., 282° radials; 10 miles wide Montgomery; Tuskegee, Ala.; McDonough, Ga.; INT McDonough 066°, Norcross, Ga., 137° radials; thence Greenwood, S. C.; INT Greenwood 060°, Fort Mill, S. C., 227° radials; Fort Mill; INT Fort Mill 069°, Raleigh-Durham, N. C., 240° radials; Raleigh-Durham; Rocky Mount, N. C.; Cofield, N. C.; 10 miles wide INT Cofield 101°, Cape Charles, Va., 188° radials.

V-1547 Los Angeles, Calif.; 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; thence INT Ontario, Calif., 342°, Daggett 234° radials; 14 miles wide INT Ontario 004°, Daggett 234° radials; 12 miles wide Daggett; 10 miles wide Las Vegas, Nev.; INT Las Vegas 045°, Mormon Mesa, Nev., 227° radials; Mormon Mesa; thence Milford, Utah; Myton, Utah; Rock Springs, Wyo.; Casper, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed); 11/14/63 28 F. R. 10418 (Changed);
12/12/63 28 F. R. 11502 (Changed);

V-1548 Laredo, Tex.; 10 miles wide Alice, Tex.; Corpus Christi, Tex.; Palacios, Tex.; Houston, Tex.; thence INT Houston 075°, Lake Charles, La., 256° radials; Lake Charles; McComb, Miss.; INT Meridian, Miss., 229°, Jackson, Miss., 135° radials; 10 miles wide Meridian; 8 miles wide INT Meridian 040°, Tuscaloosa, Ala., 239° radials; thence Tuscaloosa; 10 miles wide Birmingham, Ala.; thence Chattanooga, Tenn.; INT Chattanooga 037°, Knoxville, Tenn., 247° radials; 10 miles wide Knoxville; thence Holston Mountain, Tenn.; Pulaski, Va.; 14 miles wide Gordonsville, Va.; 10 miles wide Nottingham, Md.; 8 miles wide Kenton, Del.; 10 miles wide Coyle, N. J.; INT Coyle 057°, Riverhead, N. Y., 218° radials; Riverhead; INT Riverhead 046°, Boston, Mass. 223° radials; Boston.

AMENDMENTS 1/10/63 28 F.R. 11940 (Changed); 5/30/63 28 F.R. 3779 (Changed);

V-1549 Los Angeles, Calif., 12 miles wide INT Los Angeles 061°, Daggett, Calif., 234° radials; thence INT Ontario, Calif., 342, Daggett 234° radials; 14 miles wide INT Ontario 004°, Daggett 234° radials; 12 miles wide Daggett; INT
Daggett 072°, Goffs, Calif., 268° radials; Goffs; 12-miles wide INT Goffs 033°, Mormon Mesa, Nev., 196° radials; Mormon Mesa; thence Milford, Utah; Delta, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Dubois, Idaho; Dillon, Mont.;
Utah; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Dubois. Idaho; Dillon, Mont.; Helena, Mont.; Great Falls, Mont.; Cut Bank, Mont.; U. S./Canadian Border via Cut Bank 348° radial.

AMENDMENTS 2/7/63 28 F.R 178 (Changed); 3/7/63 28 F.R. 722 (Changed);

V-1550 Albuquerque, N. Mex.; INT Albuquerque 120°, Corona, N. Mex., 311° radials; Corona; 8 miles wide Roswell, N. Mex.; 10 miles wide Hobbs, N. Mex.; Midland, Tex.; San Angelo, Tex.; thence Lometa, Tex.; 10 miles wide INT Lometa 106°, Leona, Tex., 264° radials; thence Leona; Lufkin, Tex.; INT Lufkin 086°, Lake Charles, La., 348° radials; 10 miles wide Alexandria, La.; thence McComb, Miss.; INT Mobile, Ala., 015°, Evergreen, Ala., 267° radials; 12 miles wide (4 miles N, 8 miles S of centerline) Evergreen. The airspace within (R-6309) shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/10/63 27 F.R. 11940 (Changed);

V-1551 Oakland, Calif.; 10 miles wide INT Oakland 110°, Stockton, Calif., 246° radials; Stockton; Linden, Calif.; INT Linden 046°, Reno, Nev., 208° radials; Reno; 10 miles wide Lovelock, Nev.; Battle Mountain, Nev.; INT Battle Mountain 062°, Wells, Nev., 256° radials; Wells; thence Pocatello, Idaho; Du Noir, Wyo.; Billings, Mont.; Miles City, Mont.; Dickinson, N. Dak.; Minot, N. Dak.; 10 miles wide Minot 025° radial, U. S./Canadian Border.

AMENDMENTS 6/27/63 28 F. R. 4507 (Changed);

V-1553 Oakland, Calif.; 8 miles wide INT Oakland 039°, Sacramento, Calif., 212° radials; Sacramento; 10 miles wide Lake Tahoe, Calif.; Reno, Nev.; Lovelock, Nev.; Sod House, Nev.; Rome, Oreg.; Boise, Idaho; thence McCall, Idaho; Missoula, Mont.; Cut Bank, Mont.; 10 miles wide Cut Bank 059° radial U. S./Canadian Border.

V-1555 San Francisco, Calif.; 10 miles wide INT San Francisco 304°, Ukiah, Calif., 172° radials; Ukiah; thence Red Bluff, Calif.; INT Red Bluff 015°, Klamath Falls, Oreg., 181° radials; Klamath Falls; 10 miles wide INT Klamath Falls 008°, Lakeview, Oreg., 273° radials; thence Redmond, Oreg.; Pendleton, Oreg.; Mullan Pass, Idaho; Mullan Pass 026° radial U. S./Canadian Border.

V-1557 San Diego, Calif.; 10 miles wide Los Angeles, Calif.; Gorman, Calif.; thence Bakersfield, Calif.; 10 miles wide Fresno, Calif.; Linden, Calif.; Sacramento, Calif.; INT Sacramento 346°, Red Bluff, Calif., 158° radials; Red Bluff; thence INT Red Bluff 342°, Medford, Oreg., 176° radials; Medford; Eugene, Oreg.; 10 miles wide Portland, Oreg.; INT Portland 353°, Seattle, Wash., 197° radials; 12 miles wide INT Seattle 197°, Hoquiam, Wash., 095° radials; 10 miles wide Seattle; thence INT of Seattle 002°, Bellingham, Wash., 169° radials; Bellingham; 10 miles wide Bellingham 289° radial U. S./Canadian Border.

AMENDMENTS 5/2/63 28 F.R 1718 (Changed);

V-1559 INT Long Beach, Calif., 287°, Fillmore, Calif., 163° radials; 10 miles wide Fillmore; Avenal, Calif.; Los Banos, Calif.; INT Los Banos 344°, Salinas, Calif., 042° radials; 8 miles wide INT Los Banos 344°, Salinas 032° radials; 10 miles wide Stockton, Calif.; INT Stockton 268°, Oakland, Calif., 077° radials; Oakland; Point Reyes, Calif.; INT Point Reyes 352°, Ukiah, Calif., 147° radials; Ukiah; thence Fortuna, Calif.; 10 miles wide Cresent City, Calif.; thence North Bend, Oreg.; INT North Bend 004°, Newberg, Oreg., 225° radials: INT Newberg 225°, Eugene, Oreg., 360° radials; 10 miles wide Newberg; Portland, Oreg. The airspace within R-2522 shall be used only after obtaining prior approval from appropriate authority.

V-1602 Fort Myers, Fla.; La Belle, Fla.; Vero Beach, Fla.

V-1603 North Bend, Oreg.; Eugene, Oreg.

V-1604 St. Petersburg, Fla.; 10 miles wide Orlando, Fla.; thence Daytona Beach, Fla.

V-1605 San Luis Obispo, Calif.; Paso Robles, Calif.; Los Banos, Calif.; 10 miles wide Oakland, Calif.; INT Oakland 004°, Williams, Calif., 191° radials; Williams; INT Williams VOR 002°, Red Bluff, Calif., 158° radials; Red Bluff.

V-1606 Tallahassee, Fla.; 10 miles wide INT Tallahassee 137°, Cross City, Fla., 310° radials; Cross City; thence Ocala, Fla.; 10 miles wide Orlando, Fla.; thence INT Orlando 071° Daytona Beach, Fla., 161° radials

AMENDMENTS 1/10/63 27 F.R. 11939 (Changed);

V-1607 INT Fillmore, Calif., 268°, Santa Barbara, Calif., 109° radials; 10 miles wide INT Fillmore 268°, Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT San Luis Obispo 308°, Big Sur, Calif. 157° radials; Big Sur; INT Big Sur 325°, Point Reyes, Calif., 161° radials; Point Reyes.

V-1608 Lake Charels, La.; INT Lake Charles 089°, Baton Rouge, La., 241° radials; Baton Rouge; Picayune, Miss., Evergreen, Ala.

V-1609 San Diego, Calif., 10 miles wide INT San Diego 319°, Santa Catalina, Calif., 099° radials; Santa Catalina; 8 miles wide Ventura, Calif.; INT Ventura 331°, Fillmore, Calif., 268° radials; 10 miles wide Santa Barbara; thence Paso Robles, Calif.; 10 miles wide INT Paso Robles 317°, Salinas, Calif. 147° radials; Salinas; INT Salinas 310°, San Francisco, Calif., 160° radials; San Francisco; INT San Francisco 304°, Point Reyes, Calif.,161° radials; Point Reyes; INT Point Reyes 352°, Red Bluff, Calif., 202° radials; thence Red Bluff; INT Red Bluff 031°, Lakeview, Oreg., 206° radials; Lakeview; Redmond, Oreg.; The Dalles, Oreg.; INT The Dalles 012°, Seattle, Wash., 129° radials; 10 miles wide Ellensburg, Wash. The airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 3/7/63 28 F.R 722 (Changed);

V-1610 El Paso, Tex.; 8 miles wide INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudspeth; thence INT Hudspeth 117°, Fort Stockton, Tex., 274° radials; Fort Stockton; 10 miles wide INT Fort Stockton 112°, Midland, Tex., 202° radials; thence Rocksprings, Tex.; INT Rocksprings 090°, San Antonio, Tex., 309° radials; 10 miles wide San Antonio; thence INT San Antonio 074°, Houston, Tex., 290° radials; Houston; 10 miles wide INT Houston 090°, Sabine Pass, Tex., 265° radials; Sabine Pass; Lake Charles, La.

AMENDMENTS 4/4/63 28 F. R. 1034 (Changed); 12/12/63 28 F. R. 11502 (Changed);

PENDING **AMENDMENT**

In V-1610 "8 miles wide INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudspeth; thence INT Hudspeth 117°, Fort Stockton, Tex., 274° radials;" is deleted and "8 miles wide INT El Paso 112°, Hudspeth, Tex., 281° radials; Hudspeth; thence INT Hudspeth 109°, Fort Stockton, Tex., 284° radials;" is substituted therefor.

2/6/64 28 F. R. 11533 (Changed);

V-1611 Baker, Oreg.; Pendleton, Oreg.; Spokane, Wash.

V-1612 Allendale, S. C.; 10 miles wide Charleston, S. C.

V-1613 San Diego, Calif.; 10 miles wide INT San Diego 001°, Julian, Calif., 257° radials; Julian; INT Julian 036°, Twentynine Palms, Calif., 214° radials; Twentynine Palms; 8 miles wide INT Twentynine Palms 043°, Goffs, Calif., 200° radials; thence Goffs; Las Vegas, Nev.

V-1614 Salt Flat, Tex.; Carlsbad, N. Mex.; 10 miles wide INT Carlsbad 021°, Roswell, N. Mex., 115° radials; 14 miles wide INT Carlsbad 021°, Roswell 089° radials; thence INT Carlsbad 021°, Roswell 080° radials; 14 miles wide INT Roswell 080°, Hobbs, N. Mex., 003° radials; 12 miles wide INT Lubbock, Tex., 262°, Hobbs 014° radials; 10 miles wide Lubbock; thence Childress, Tex.; INT Childress 064°, Oklahoma City, Okla., 242° radials; Oklahoma City.

V-1615 McCall, Idaho; Mullan Pass, Idaho.

V-1616 Macon, Ga.; Savannah, Ga.

V-1617 Yuma, Ariz.; Blythe, Calif.; Parker, Calif.; Needles, Calif.

AMENDMENTS 2/7/63 28 F.R 178 (Changed); On Publ. 2/27/63 28 F.R 1794 (Changed);

V-1618 Roswell, N. Mex.; 10 miles wide INT Roswell 080°, Texico, N. Mex., 212° radials; 14 miles wide INT Lubbock, Tex., 262°, Hobbs, N. Mex., 003° radials; 12 miles wide INT Lubbock 262°, Hobbs 014° radials; 10 miles wide Lubbock; thence Guthrie, Tex.; Wichita Falls, Tex.

V-1619 Needles, Calif.; 14 miles wide INT Needles 355°, Mormon Mesa, Nev., 196° radials; 12 miles wide Mormon Mesa.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed); (Amend. Alteration 2/12/63 28 F.R. 1504 (Changed);

V-1620 Atlanta, Ga.; McDonough, Ga.; Augusta, Ga.

V-1621 Bonneville, Utah; 10 miles wide Lucin, Utah; thence Burley, Idaho.

V-1622 Lubbock, Tex., 14 miles wide INT Lubbock 101°, Abilene, Tex., 327° radials; INT Abilene 327°, Big Spring, Tex., 058° radials; thence Abilene, Tex.; INT Abilene 096°, Britton, Tex., 264° radials; Britton; Gregg County, Tex.; INT Gregg County 091°, Monroe, La., 268° radials; Monroe.

V-1623 Ogden, Utah; Burley, Idaho.

V-1624 Thermal, Calif.; Parker, Calif.; Prescott, Ariz.; St. Johns, Ariz.; INT St. Johns 071°, Albuquerque, N. Mex., 253° radials; INT Albuquerque 253°, Grants, N. Mex., 133° radials; 10 miles wide Albuquerque; thence Santa Fe, N. Mex.; Las Vegas, N. Mex.; Dalhart, Tex.; Gage, Okla.

V-1625 Tucson, Ariz.; 10 miles wide Cochise, Ariz.; San Simon, Ariz.; thence Truth or Consequences, N. Mex.; Zuni, N. Mex.; Farmington, N. Mex.; Grand Junction, Colo.; Myton, Utah; Salt Lake City, Utah. The portion of this airway within R-5111 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 7/25/63 28 F.R. 4896 (Rewritten); 8/1/63 28 F.R. 6495 (Changed);

V-1626 Sayre, Okla.; INT Kingfisher, Okla., 251°, Oklahoma City, Okla., 298° radials; 8 miles wide Kingfisher, INT Kingfisher 072°, Tulsa, Okla., 261° radials; 14 miles wide INT Tulsa 261° Ponca City, Okla., 150° radials; 10 miles wide Tulsa; thence Springfield, Mo.; Vichy, Mo.; St. Louis, Mo.

AMENDMENTS 2/7/63 27 F.R. 11989 (Changed); 5/2/63 28 F.R. 2671 (Changed); (Amend. Alt. 28 F.R. 3444);

V-1627 INT Phoenix, Ariz., 204°, Gila Bend, Ariz., 096° radials; 10 miles wide Phoenix; INT Phoenix 029°, Prescott, Ariz., 135° radials; thence Winslow, Ariz.; Farmington, N. Mex.; Gunnsion, Colo.; Kremmling, Colo.; Laramie, Wyo.

AMENDMENTS 1/10/63 27 F.R. 12167 (Changed);

V-1628 San Simon, Ariz.; INT San Simon 124°, Columbus, N. Mex., 277° radials; INT Deming, N. Mex., 235°, Columbus 277° radials; 8 miles wide Columbus; El Paso, Tex.; INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudsepth; Culberson, Tex.; thence INT Culberson 090°, Midland, Tex., 243° radials; INT Midland 243°, Wink, Tex., 107° radials; 10 miles wide Midland; INT Midland 080°, Big Spring, Tex., 139° radials; thence INT Midland 080°, Abilene, Tex., 251° radials; Abilene; Bridgeport, Tex.; Dallas, Tex.; INT Dallas 062°, Texarkana, Ark., 272° radials; Texarkana; Little Rock, Ark.; Memphis, Tenn.; Muscle Shoals, Ala.; INT Muscle Shoals 082°, Birmingham, Ala., 358° radials; 10 miles wide INT Muscle Shoals 082°, Birmingham 020° radials; thence Chattanooga, Tenn.; Spartanburg, S. C.; Fort Mill, S. C.
PENDING AMENDMENT
In V-1628 "INT El Paso 132°, Hudspeth, Tex., 272° radials; Hudspeth; Culberson, Tex.; thence INT Culberson 090°, Midland, Tex., 243° radials; INT Midland 243°, Wink, Tex., 107° radials; 10 miles wide Midland; INT Midland 080°, Big Spring, Tex., 139° radials;" is deleted and "INT El Paso 112°, Hudspeth, Tex., 281° radials; Hudspeth; INT Hudspeth 093°, Carlsbad, N. Mex., 204° radials; thence Pecos, Tex.; Midland, Tex.; 10 miles wide INT Midland 080°, Big Spring, Tex., 139° radials;" is substituted therefor.
2/6/64 28 F. R. 11533 (Changed);

V-1629 Albuquerque, N. Mex.; Farmington, N. Mex.; Grand Junction, Colo.; Rock Springs, Wyo.; Boysen Reservoir, Wyo.; Billings, Mont.

V-1630 Santa Fe, N. Mex.; Las Vegas, N. Mex.; Tucumcari, N. Mex.; Texico, N. Mex.; 10 miles wide INT Texico 117°, Lubbock, Tex., 008° radials; Lubbock; Big Spring, Tex.; San Angelo, Tex.; thence Austin, Tex.; Houston, Tex.; 10 miles wide INT Houston 090°, Sabine Pass, Tex., 265° radials; Sabine Pass; Tibby La., including the additional airspace between lines diverging from Sabine Pass to points of tangency to a circle with an 8.5 statute mile radius centered at the INT of Sabine Pass 090° and Lake Charles, La., 127° radials, within the circumference of the circle and between lines tangent to that circle converging to Tibby; New Orleans, La.

AMENDMENTS 4/4/63 28 F. R. 1034 (Changed);
PENDING AMENDMENT
In V-1630, all after "265° radials; Sabine Pass;" is deleted and "White Lake, La.; Tibby, La.; New Orleans, La." is substituted therefor.
3/5/64 28 F. R. 14420 (Changed);

V-1631 Corona, N. Mex.; Santa Fe, N. Mex.

V-1633 Pueblo, Colo.; Hugo, Colo.; Thurman, Colo., Akron, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.

V-1634 Gaviota, Calif.; 10 miles wide Santa Barbara, Calif.; INT Santa Barbara 091°, Fillmore, Calif., 310° radials; Fillmore; Palmdale, Calif.

V-1635 Las Vegas, N. Mex.; Cimarron, N. Mex.; Pueblo, Colo.; Colorado Springs, Colo.; 10 miles wide Denver, Colo.; thence Cheyenne, Wyo.; Scottsbluff, Nebr.; Chadron, Nebr.; Smithwick, S. Dak.; 10 miles wide Rapid City, S. Dak.

AMENDMENTS 6/27/63 28 F. R. 4435 (Changed);

V-1636 Tuba City, Ariz.; Dove Creek, Colo.; Gunnison, Colo.; Kiowa, Colo.; Thurman, Colo.; INT Thurman 100°, Hill City, Kans., 277° radials; Hill City; Hutchinson, Kans.

V-1637 Dalhart, Tex.; Liberal, Kans.; Hutchinson, Kans.; 14 miles wide INT Hutchinson 062°, Topeka, Kans., 236° radials; INT Topeka 236°, Emporia, Kans., 332° radials; 8 miles wide Topeka; INT Topeka 030°, Kansas City, Mo., 320° radials; 12 miles wide INT Topeka 030°, Lamoni, Iowa, 229° radials; Lamoni.

V-1638 Paso Robles, Calif.; 10 miles wide Avenal, Calif.; Bakersfield, Calif

V-1639 Gage, Okla.; Garden City, Kans.

V-1640 Greensboro, N. C.; Raleigh-Durham, N. C.

V-1641 Bridgeport, Tex.; Oklahoma City, Okla.

V-1642 Delta, Utah; Grand Junction, Colo.; Gunnison, Colo.; INT Gunnison 125°, Alamosa, Colo., 332° radials; Alamosa.

AMENDMENTS 5/2/63 28 F.R. 1867 (Changed);

V-1643 Brownsville, Tex.; INT Brownsville 339°, Alice, Tex., 171° radials; 12 miles wide Alice; INT Alice 334°, San Antonio, Tex., 183° radials; INT San Antonio 183°, Cotulla, Tex., 041° radials; 10 miles wide San Antonio; Junction, Tex.; San Angelo, Tex.

AMENDMENTS 10/17/63 28 F. R. 9346 (Changed); 12/12/63 28 F. R. 11502 (Changed);

V-1644 Hugo, Colo.; Garden City, Kans.; Anthony, Kans.; Ponca City, Okla.; 10 miles wide INT Ponca City 094°, Tulsa, Okla., 319° radials; Tulsa; Fort Smith, Ark.; INT Fort Smith 098°, Fayetteville, Ark., 173° radials; thence INT Fort Smith 098°, Little Rock, Ark., 302° radials; Little Rock.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-1645 Socorro, N. Mex.; 12 miles wide INT Socorro 057°, Las Vegas, N. Mex., 216° radials; Las Vegas.

AMENDMENTS 7/25/63 28 F. R. 5081 (Rewritten);

V-1646 Kansas City, Mo.; Macon, Mo.; Capital, Ill.; Indianapolis, Ind.; INT Indianapolis 137°, Cincinnati, Ohio, 290° radials; Cincinnati; 10 miles wide York, Ky.; thence Charleston, W. Va.; Montebello, Va.; 10 miles wide Gordonsville, Va.

AMENDMENTS 1/10/63 27 F.R. 11759 (Changed); 2/7/63 27 F.R. 12926 (Changed);
5/2/63 28 F.R. 2230 (Changed);

V-1647 Neola, Iowa; Fort Dodge, Iowa; Mason City, Iowa.

V-1648 INT Big Sur, Calif., 325°, Salinas, Calif., 281° radials; 10 miles wide Salinas; Los Banos, Calif.; Fresno, Calif.

V-1649 Lufkin, Tex.; Shreveport, La.; Texarkana, Ark.; Page, Okla.; Fayetteville, Ark.

V-1650 Macon, Mo.; INT Peoria, Ill., 245°, Macon 062° radials; 10 miles wide Peoria; thence Bradford, Ill.; INT Bradford 033°, Naperville, Ill., 290° radials.

V-1651 Jackson, Miss.; INT Jackson 311°, Pine Bluff, Ark., 148° radials; Pine Bluff; Little Rock, Ark.; INT Little Rock 302°, Flippin, Ark., 181° radials; Flippin; Springfield, Mo.; 10 miles wide Blue Springs, Mo.; Kansas City, Mo.

V-1652 Thurman, Colo.; Hayes Center, Nebr.; INT Hayes Center 059°, Wolbach, Nebr., 251° radials; Wolbach.

V-1653 New Orleans, La.; Picayune, Miss.; INT Picayune 021°, Meridian, Miss., 206° radials; INT Meridian 206°, Jackson, Miss., 129° radials; 8 miles wide Meridian; INT Meridian 040°, Tuscaloosa, Ala., 239° radials; thence Tuscaloosa; 10 miles wide Birmingham, Ala.; thence Muscle Shoals, Ala.; INT Muscle Shoals 002°, Nashville, Tenn., 252° radials; 10 miles wide Nashville.

AMENDMENTS 1/10/63 27 F.R. 11940 (Changed);

V-1654 Ukiah, Calif.; Williams, Calif.; INT Sacramento, Calif., 038°, Reno, Nev., 257° radials; 10 miles wide Reno.

V-1655 Jacksonville, Fla.; INT Jacksonville 354°, Savannah, Ga., 210° radials; INT Alma, Ga., 083°, Savannah 210° radials; 8 miles wide Savannah.

V-1656 INT Salt Lake City, Utah, 265°, Provo, Utah, 315° radials; Provo; Myton, Utah.

V-1657 Tiverton, Ohio; Attica, Ohio; Waterville, Ohio; INT Waterville 306°, Pullman, Mich., 112° radials; Pullman; Muskegon, Mich.; White Cloud, Mich.; Traverse City, Mich.

V-1658 Elkins, W. Va., Martinsburg, W. Va.; 10 miles wide Baltimore, Md.; INT Baltimore 097°, Kenton, Del., 242° radials; Kenton; INT Kenton 086°, Barnegat, N. J., 233° radials; Barnegat.

AMENDMENTS 1/10/63 27 F. R. 11759 (Rewritten);

V-1659 Milwaukee, Wis.; Green Bay, Wis.

V-1660 Appleton, Ohio; INT Appleton 111°, Parkersburg, W. Va., 321° radials; Parkersburg; Elkins, W. Va.; 10 miles wide INT Elkins 092°, Gordonsville, Va., 323° radials; thence Gordonsville; Flat Rock, Va.

V-1661 Crestview, Fla.; Montgomery, Ala.; 12 miles wide INT Montgomery 047°, Atlanta, Ga., 233° radials; Atlanta; 10 miles wide Norcross, Ga.

V-1662 Wells, Nev.; Malad City, Idaho; Big Piney, Wyo.; Casper, Wyo.

V-1663 Fort Wayne, Ind., Goshen, Ind.; South Bend, Ind.; INT South Bend 310°, Keeler, Mich., 271° radials; INT Northbrook, Ill., 093°, Chicago Heights, Ill., 358° radials; 10 miles wide Northbrook.

V-1664 Des Moines, Iowa; 8 miles wide Newton, Iowa; thence INT Newton 068°, Dubuque, Iowa, 258° radials; Dubuque; Janesville, Wis.

V-1665 Tallahassee, Fla; 10 miles wide INT Tallahassee 353°, Albany, Ga., 176° radials; Albany; Macon, Ga.

AMENDMENTS 1/10/63 27 F.R. 11939 (Rewritten);

V-1666 Denver, Colo.; INT Denver 061°, Hayes Center, Nebr., 276° radials; Hayes Center.

V-1667 Fort Mill, S. C.; Holston Mountain, Tenn.; Whitesburg, Ky.; Lexington, Ky.

AMENDMENTS 12/12/63 28 F. R. 11502 (Changed); Alteration of Amendment 29 F. R. 254

V-1668 Medicine Bow, Wyo.; 14 miles wide Chadron, Nebr.

V-1669 Alma, Ga.; 10 miles wide INT Alma 035°, Savannah, Ga., 274° radials; thence Allendale, S. C., 12 miles wide INT Allendale 058°, Florence, S. C., 220° radials; Florence.

V-1670 Johnstown, Pa.; Tyrone, Pa.; Philipsburg, Pa.; Williamsport, Pa., Binghamton, N. Y

V-1671 Pittsburgh, Pa.; Akron, Ohio; Windsor, Ont., excluding the portion which lies over Canada.

AMENDMENTS 10/17/63 28 F. R. 9429 (Changed);

V-1672 Selinsgrove, Pa.; Thornhurst, Pa.; 10 miles wide Huguenot, N. Y.; INT Huguenot 077°, Poughkeepsie, N. Y., 236° radials; Poughkeepsie.

V-1673 Greensboro, N. C.; INT Greensboro 026°, Montebello, Va., 189° radials; Montebello; Front Royal, Va., Martinsburg, W. Va.; Philipsburg, Pa.; INT Philipsburg 031°, Syracuse, N. Y., 210° radials; Syracuse.

V-1674 INT Tiverton, Ohio, 088°, Clarion, Pa., 222° radials; Clarion; INT Clarion 048°, Bradford, Pa., 222° radials; Bradford; Wellsville, N. Y.; INT Wellsville 090°, Binghamton, N. Y., 265° radials; Binghamton; Rockdale, N. Y.; Albany, N. Y.; Cambridge, N. Y.

V-1675 Charleston, S. C.; 10 miles wide INT Charleston 300°, Columbia, S. C.: 153° radials; Columbia; thence Spartanburg, S. C.

V-1676 Northbrook, Ill.; South Bend, Ind.; 10 miles wide INT South Bend 075°, Muskegon, Mich., 157° radials; thence INT South Bend 075°, Windsor, Ont., 261° radials; INT Windsor 261°, Salem, Mich., 123° radials; 10 miles wide Windsor; INT Windsor 082°, Dunkirk, N. Y., 268° radials; Dunkirk, excluding the portion which lies over Canada.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed);

V-1677 Wilmington, N. C.; Rocky Mount, N. C.; 10 miles wide INT Rocky Mount 360°, Flat Rock, Va., 171° radials; Flat Rock.

V-1678 Northbrook, Ill.; 10 miles wide INT Northbrook 078°, Chicago Heights, Ill., 358° radials; thence Pullman, Mich.; 10 miles wide INT Pullman 076°, Muskegon, Mich., 140° radials; thence INT Pullman 076°, Peck, Mich., 250° radials; INT Peck 250°, Saginaw, Mich., 149° radials; 10 miles wide Peck.

V-1679 Gordonsville, Va.; INT Gordonsville 020°, Herndon, Va., 220° radials; Herndon; Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Binghamton, N. Y.; Syracuse, N. Y.; 10 miles wide INT Syracuse 007°, Massena, N. Y., 230° radials; thence Massena; 10 miles wide Massena 051° radial U. S./Canadian Border.

V-1680 Fortuna, Calif.; Red Bluff, Calif.

V-1681 Raleigh-Durham, N. C.; INT Raleigh-Durham 016°, Flat Rock, Va., 213° radials; Flat Rock; INT Flat Rock 025°, Gordonsville, Va., 058° radials. Washington, D. C.; 8 miles wide Baltimore, Md.; 10 miles wide INT Baltimore 035°, New Castle, Del., 257° radials; New Castle; Woodstown, N. J.; INT Woodstown 043°, Pottstown, Pa., 104° radials; Robbinsville, N. J.

AMENDMENTS 5/30/63 28 F.R. 3779 (Changed);

V-1682 Idlewild, N. Y.; 10 miles wide INT Idlewild 080°, Riverhead, N. Y., 127° radials; 14 miles wide INT Idlewild 080°, Hampton, N. Y., 223° radials; 12 miles wide (5 miles NW and 7 miles SE of the centerline) Hampton; 10 miles wide INT Hampton 059°, Providence, R. I., 212° radials; Providence; INT Providence 043°, Boston, Mass., 133° radials; Boston.

AMENDMENTS 5/2/63 28 F.R. 2555 (Changed);

V-1683 Rocky Mount, N. C.; Hopewell, Va.; 12 miles wide INT Hopewell 019°, Cape Charles, Va., 313° radials. Baltimore, Md.; 10 miles wide Harrisburg, Pa.; thence Philipsburg, Pa.; Bradford, Pa.; Buffalo, N. Y.

V-1684 Mason City, Iowa; Dubuque, Iowa; Polo, Ill.

V-1685 INT Salisbury, Md., 340°, Baltimore, Md., 097° radials; New Castle, Del. West Chester, Pa.; Pottstown, Pa.; Allentown, Pa.; Wilkes-Barre, Pa.; INT Wilkes-Barre 354°, Syracuse, N. Y., 151° radials; Syracuse.

V-1686 Bradford, Pa.; Selinsgrove, Pa.; 10 miles wide Ravine, Pa.; 8 miles wide INT Ravine 128°, Pottstown, Pa., 286° radials; thence West Chester, Pa.

AMENDMENTS 1/10/63 27 F.R. 11532 (Changed);

V-1687 Sparta, N. J.; Huguenot; N. Y.; INT Huguenot 340°, Rockdale, N. Y., 144° radials; Rockdale; 10 miles wide INT Rockdale 327°, Syracuse, N. Y., 117° radials; Syracuse.

V-1688 Casper, Wyo.; Rapid City, S. Dak.; 10 miles wide INT Rapid City 085°, Dupree, S. Dak., 185° radials; thence INT Rapid City 085°, Pierre, S. Dak., 253° radials; Pierre; Huron, S. Dak.; Redwood Falls, Minn.; INT Redwood Falls 083°, Eau Claire, Wis., 258° radials; Eau Claire.

V-1689 Albany, N. Y.; INT Massena, N. Y., 163°, St. Eustache, Quebec, 200° radials; INT Massena 096°, St. Eustache 200° radials; 10 miles wide St. Eustache 200° radial U.S./Canadian Border.

V-1690 Milwaukee, Wis.; INT Milwaukee 102°, Pullman, Mich., 303° radials; Pullman; Salem, Mich.

V-1691 Coyle, N. J.; 10 miles wide Idlewild, N. Y. INT Idlewild 065°, Clermont, N. Y., 157° radials; 12 miles wide Clermont; Albany, N. Y.; Plattsburgh, N. Y.; 10 miles wide Plattsburgh 334° radial U. S./Canadian Border

V-1693 INT Riverhead, N. Y., 203°, Idlewild, N. Y., 155° radials; Riverhead; 10-mile wide Poughkeepsie, N. Y.; Cambridge, N. Y.; Burlington, Vt.; INT Burlington 359°, St. Johns, Quebec, 158° radials; St. Johns, excluding the portion which lies over Canada.

AMENDMENTS 1/10/63 27 F.R. 11758 (Rewritten);

V-1694 Muskegon, Mich.; INT Peck, Mich., 269°, Saginaw, Mich., 157° radials; 10 miles wide Peck.

V-1695 Poughkeepsie, N. Y.; Keene, N. H.; Concord, N. H.; Kennebunk, Maine; 12 miles wide INT Kennebunk 033°, Bangor, Maine 232° radials; 10 miles wide Bangor; INT Bangor 059°, Millinocket, Maine, 169° radials; thence Bangor 059° radial U. S./Canadian Border.

AMENDMENTS 6/27/63 28 F. R. 4610 (Changed);

V-1696 Buffalo, N. Y.; Wellsville, N. Y.; INT Wellsville 132°, Williamsport, Pa., 307° radials; Williamsport; 10 miles wide Thornhurst, Pa.; Tannersville, Pa.; INT Tannersville 114°, Solberg, N. J., 051° radials.

V-1697 Nantucket, Mass.; 10 miles wide INT Nantucket 339°, Boston, Mass., 133° radials; Boston; Manchester, N. H.; Concord, N. H.; Burlington, Vt.; Plattsburgh, N. Y.; Plattsburgh 334° radial U. S./Canadian Border.

V-1698 Buffalo, N. Y.; INT Buffalo 098°, Binghamton, N. Y., 300° radials; Binghamton; Huguenot, N. Y.; Trinity, N. Y.

V-1699 Lakeland, Fla.; Cross City, Fla.

V-1700 Watertown, S. Dak.; Minneapolis, Minn.

V-1701 Chattanooga, Tenn.; INT Chattanooga 313°, Crossville, Tenn., 257° radials; 10 miles wide Nashville, Tenn.; thence INT Nashville 338°, Evansville, Ind., 144° radials; Evansville; INT Troy, Ill., 118°, Vandalia, Ill., 180° radials; 10 miles wide Troy, Ill.

AMENDMENTS 6/27/63 28 F. R. 4227 (Changed);

V-1702 Lakehead, Ont.; 10 miles wide INT Lakehead 116°, Houghton, Mich., 348° radials; thence Whitefish, Mich.; 10 miles wide Sault Ste. Marie, Mich.; Wiarton, Canada; Toronto, Canada; INT Toronto 141°, Buffalo, N. Y., 312° radials; Buffalo; thence INT Buffalo 124°, Wilkes-Barre, Pa., 299° radials; Wilkes-Barre; 10 miles wide Sparta, N. J.; INT Sparta 112°, Trinity, N. Y., 232° radials, excluding the portion which lies over Canada.

V-1703 Dallas, Tex.; INT Dallas 283°, Ardmore, Okla., 192° radials; Ardmore.

V-1704 Newberg, Oreg.; Redmond, Oreg.; John Day, Oreg.; Baker, Oreg.; McCall, Idaho.

V-1705 Fresno, Calif.; Reno, Nev.; Lakeview, Oreg.; Redmond, Oreg.; Newberg, Oreg.

V-1706 Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT Mason City 095°, Rewey, Wis., 279° radials; Rewey; INT Rewey 099°, Janesville, Wis., 294° radials; 10 miles wide Janesville; thence INT Janesville 080°, Pullman, Mich., 282° radials; Pullman; Salem, Mich.; 10 miles wide INT Salem 079°, Aylmer, Ont., Canada, 265° radials; Aylmer; INT Aylmer 087°, Buffalo, N. Y., 259° radials Buffalo, excluding the portion which lies over Canada.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed):

V-1707 Denver, Colo.; 10 miles wide Gill, Colo.; Laramie, Wyo.

V-1708 Poughkeepsie, N. Y.; Hartford, Conn.; INT Hartford 101°, Boston, Mass., 223° radials.

V-1709 Kiowa, Colo.; INT Kiowa 005°, Cheyenne, Wyo., 131° radials; Cheyenne; INT Cheyenne 347°, Crazy Woman, Wyo., 146° radials; Crazy Woman.

V-1710 The Dalles, Oreg.; 10 miles wide INT The Dalles 096°, Pendleton, Oreg., 254° radials; Pendleton.

V-1711 Houston, Tex., INT Houston 353°, Leona, Tex., 141° radials; Leona; INT Leona 353°, Dallas 155° radials; Dallas.

AMENDMENTS 2/7/63 27 F.R. 12347 (Rewritten);

V-1712 Massena, N. Y.; Plattsburgh, N. Y.

V-1713 Hill City, Kans.; Akron, Colo.; Cheyenne, Wyo.

AMENDMENTS Eff. Immed. (12/20/62) 27 F.R. 12815 (Changed);

V-1714 Naperville, Ill.; Keeler, Mich.; 10 miles wide INT Keeler 061°, Muskegon, Mich., 142° radials; thence INT Keeler 061°, Peck, Mich., 250° radials; INT Peck 250°, Saginaw, Mich., 149° radials; 10 miles wide Peck.

V-1715 Santa Fe, N. Mex.; Cimmarron, N. Mex.; 10 miles wide Tobe, Colo.; thence Hugo, Colo.

V-1716 Seattle, Wash.; Ellensburg, Wash.; 10 miles wide Ephrata, Wash.

V-1717 Alamosa, Colo.; INT Alamosa 005°, Denver, Colo., 207° radials; INT Denver 207°, Kiowa, Colo., 246° radials; 10 miles wide Denver; thence Sidney, Nebr.

V-1718 Mullan Pass, Idaho; Cut Bank, Mont.

V-1719 Los Angeles, Calif.; Palmdale, Calif.

V-1721 Prescott, Ariz.; Bryce Canyon, Utah; Delta, Utah; INT Delta 004°, Malad City, Idaho, 179° radials; Malad City.

V-1722 Casper, Wyo.; Smithwick, S. Dak.; Winner, S. Dak.; Sioux Falls, S. Dak.

V-1723 Parkersburg, W. Va.; INT Parkersburg 037°, Pittsburgh, Pa., 246° radials; Pittsburgh. INT Pittsburgh 354°, Keating, Pa., 257° radials; Keating; Williamsport, Pa.

V-1724 Crazy Woman, Wyo.; Rapid City, S. Dak.

V-1725 Tiverton, Ohio; INT Tiverton 088°, Clarion, Pa., 222° radials.

V-1726 Gunnison, Colo.; INT Kiowa, Colo., 246°, Colorado Springs, Colo., 276° radials; Colorado Springs; Hugo, Colo.; Hill City, Kans.

V-1727 Rosewood, Ohio; Attica, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; INT Erie 058°, Buffalo, N. Y., 227° radials; Buffalo; INT Buffalo 098°, Georgetown, N. Y., 272° radials; Georgetown; INT Georgetown 093°, Albany, N. Y., 270° radials; Albany; 14 miles wide INT Albany 094°, Boston, Mass., 287° radials; Boston. The airspace within R-4108 shall be used only after obtaining prior approval from appropriate authority.

V-1728 San Luis Obispo, Calif.; Fellows, Calif.; Gorman, Calif.; 10 miles wide Palmdale, Calif.; Hector, Calif.; INT Hector 091°, Twentynine Palms, Calif., 344° radials; thence Needles, Calif.; Peach Springs, Ariz.

V-1729 Pittsburgh, Pa.; 10 miles wide INT Pittsburgh 354°, Tidioute, Pa., 214° radials; thence Erie, Pa.; 10 miles wide Toronto, Ont., Canada, excluding the portion which lies over Canada.

AMENDMENTS 1/10/63 27 F.R. 11498 (Changed):

V-1730 Prescott, Ariz.; Winslow, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Lamar, Colo.; Russell, Kans.

AMENDMENTS 11/14/63 28 F. R. 9938, (Rewritten);

V-1731 Greensboro, N. C.; INT Greensboro 051°, Richmond, Va., 239° radials; 20 miles wide INT Richmond 239°, Raleigh-Durham, N. C., 005° radials; thence INT Richmond 239°, Rocky Mount, N. C., 345° radials; 12 miles wide Richmond; thence INT Richmond 009°, Gordonsville, Va., 074° radials; 8 miles wide INT Washington, D. C., 189°, Andrews AFB, Md., 213° radials; Andrews AFB; INT Andrews AFB 061°, Baltimore, Md., 197° radials; 10 miles wide INT Andrews AFB 061°, Baltimore 097° radials; Woodstown, N. J.

AMENDMENTS 5/30/63 28 F.R. 3779 (Changed). (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed);
Amendment Alteration 28 F. R. 9430 (Changed);

V-1733 New Castle, Del.; 10 miles wide Yardley, Pa.; INT Yardley 056°, Solberg, N. J., 135° radials.

V-1734 Salt Lake City, Utah; Fort Bridger, Wyo.

V-1735 INT Boston, Mass., 223°, Putnam, Conn., 195° radials; 10 miles wide Putnam; INT Putnam 043°, Boston, Mass., 256° radials; Boston.

V-1736 Provo, Utah; Fort Bridger, Wyo.

V-1738 Sacramento, Calif.; 10 miles wide INT Sacramento 038°, Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT Lake Tahoe 078°, Hazen, Nev., 244° radials; INT Hazen 244°, Reno, Nev., 099° radials; 8 miles wide Hazen; INT Hazen 061°, Lovelock, Nev., 202° radials; 10 miles wide Mount Moses, Nev.; Elko, Nev.

V-1739 Chattanooga, Tenn.; Crossville, Tenn.; INT Crossville 343°, Bowling Green, Ky., 073° radials; Louisville, Ky.; Cincinnati, Ohio.

V-1740 Massena, N. Y.; Albany, N. Y.; Hartford, Conn.

V-1741 McDonough, Ga.; 10 miles wide Chattanooga, Tenn.; thence Bowling Green, Ky.; INT Bowling Green 009°, Nabb, Ind., 215° radials; 10 miles wide Nabb; thence Cincinnati, Ohio.

V-1742 Duluth, Minn.; Green Bay, Wis.

V-1743 Pulaski, Va.; Elkins, W. Va.

V-1744 Portland, Oreg.; 10 miles wide Newberg, Oreg.; thence John Day, Oreg.; Boise, Idaho; Pocatello, Idaho; Big Piney, Wyo.; Cherokee, Wyo.; Laramie, Wyo.; Denver, Colo.

V-1745 Lamar, Colo.; Hill City, Kans.

V-1746 Anton Chico, N. Mex.; 12 miles wide Texico, Tex.; 10 miles wide INT Texico 117°, Lubbock, Tex., 008° radials; thence Guthrie, Tex.; Bridgeport, Tex.

V-1747 Indianapolis, Ind.; INT Indianapolis 312°, Peotone, Ill., 168° radials; INT Peotone 168°, Bradford, Ill., 098° radials; 10 miles wide Peotone.

V-1748 INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials; Las Vegas; 10 miles wide Boulder, Nev., INT Boulder 123°, Goffs, Calif., 048° radials; 16 miles wide Prescott, Ariz.

AMENDMENTS 2/7/63 28 F.R. 178 (Changed);

V-1749 Cleveland, Ohio; 10 miles wide Cleveland 024° radial U. S./Canadian border.

V-1750 Los Angeles, Calif.; 10 miles wide Ontario, Calif.; INT Ontario 091°, Thermal, Calif., 305° radials; 14 miles wide INT Ontario 091°, Thermal 354° radials.
thence INT Ontario 091°, Blythe, Calif., 288° radials; Blythe.

AMENDMENTS 8/22/63 28 F. R. 6873 (Changed);
PENDING AMENDMENT
In V-1750 "thence INT Ontario 091°, Blythe, Calif., 288° radials;" is deleted and "thence INT Ontario 091°, Blythe, Calif., 284° radials;" is substituted therefor.
3/5/64 28 F. R. 14420 (Changed);

V-1751 Newport, Oreg., 10 miles wide INT Newport 005°, Hoquiam, Wash., 167° radials; Hoquiam; Seattle, Wash.

AMENDMENTS 12/12/62 27 F.R. 12439 (Rewritten);

V-1752 Los Angeles, Calif., 12 miles wide INT Los Angeles 061°, Pomona, Calif., 269° radials; 8 miles wide Pomona; 10 miles wide INT Pomona 089°, Thermal, Calif., 311° radials; 12 miles wide INT Thermal 314°, Twentynine Palms, Calif., 269° radials; 10 miles wide Twentynine Palms; Parker, Calif.

AMENDMENTS 8/22/63 28 F. R. 6873 (Rewritten); (Amend. Corr. 28 F. R. 7902);

V-1753 Newport, Oreg., 10 miles wide INT Newport 005°, Olympia, Wash., 220° radials; Olympia; INT Olympia 010°, Seattle, Wash., 247° radials; Seattle.

AMENDMENTS 12/12/62 27 F.R. 12439 (Rewritten);

V-1755 John Day, Oreg.; The Dalles, Oreg.; INT The Dalles 352°, Seattle, Wash., 125° radials; Seattle.

V-1756 Zuni, N. Mex.; INT Socorro, N. Mex., 289°, Albuquerque, N. Mex., 229° radials; 10 miles wide Socorro. The portion of this airway within R-5112 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/1/63 28 F.R. 6495 (Changed);

V-1757 Salisbury, Md.; 10 miles wide INT Salisbury 340°, Baltimore, Md., 097° radials.

V-1761 Gila Bend, Ariz.; 10 miles wide INT Gila Gend 346°, Phoenix, Ariz., 272° radials.

V-1762 Eugene, Oreg.; 10 miles wide INT Eugene 346°, Newberg, Oreg., 204° radials; Newburg; INT Newberg 355°, Portland, Oreg., 261° radials; thence INT Newbery 355°, Olympia, Wash., 195° radials; 10 miles wide Olympia; INT Olympia 010°, Seattle, Wash., 247° radials; Seattle. The airspace within R-6711 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12439 (Changed);

V-1763 Dickinson, N. Dak.; Williston, N. Dak.

V-1764 North Bend, Oreg.; INT Newberg, Oreg., 204°, Eugene. Oreg., 346° radials; 10 miles wide Newberg

V-1765 Miles City, Mont.; Williston, N. Dak.

V-1766 Williston, N. Dak.; Minot, N. Dak.

V-1767 INT Napa, Calif., 182°, Sacramento, Calif., 233° radials; 8 miles wide Napa; 10 miles wide INT Napa 004°, Williams, Calif., 251° radials; 14 miles wide Red Bluff, Calif.

V-1771 Cleveland, Ohio, 10 miles wide INT Cleveland 049°, Aylmer, Ont., Canada, 205° radials; Aylmer; Toronto, Ont., Canada, excluding the portion which lies over Canada.

AMENDMENTS 1/10/63 27 F.R. 11498 (Added);

V-1773 Gage, Okla., Hutchinson, Kans.

AMENDMENTS 12/12/62 27 F.R. 12439 (Added);

V-1775 Gage, Okla.; INT Gage 043°, Wichita, Kans., 250° radials; Wichita.

AMENDMENTS 12/12/62 27 F.R. 12439 (Added);

V-1776 Las Vegas, Nev.; 10 miles wide INT Las Vegas 081°, Peach Springs 305° radials; thence Peach Springs; Winslow, Ariz.

AMENDMENTS 2/7/63 28 F.R 178 (Changed);

V-1777 INT Poughkeepsie, N. Y., 043°, Manchester, N. H., 257° radials; Manchester; 10 miles wide Kennebunk, Maine.

V-1778 Erie, Pa.; INT Erie 079°, Wellsville, N. Y., 277° radials; Wellsville.

V-1779 Phoenix, Ariz.; 10 miles wide INT Phoenix 004°, Winslow, Ariz., 224° radials; thence INT Winslow 224°, Prescott, Ariz., 118° radials: 14 miles wide Winslow

AMENDMENTS 1/10/63 27 F.R. 12167 (Added);

V-1781 Mobile, Ala., 8 miles wide INT Mobile 015°, Evergreen, Ala., 267° radials; thence INT Meridian. Miss., 075°, Tuscaloosa, Ala., 196° radials: 8 miles wide Tuscaloosa.

AMENDMENTS 1/10/63 27 F.R. 11941 (Added);

V-1783 Mobile, Ala., 10 miles wide INT Mobile 356°, Tuscaloosa, Ala., 223° radials; Tuscaloosa, including the additional airspace between lines diverging from Mobile to points of tangency to a circle with a 10-mile radius centered at INT Mobile 356°, Tuscaloosa 223° radials; within the circle and between lines tangent to the circle converging at Tuscaloosa.

AMENDMENTS 1/10/63 27 F.R 11941 (Added):

SUBPART E - CONTINENTAL CONTROL AREA

§ 71.151 Restricted areas included.

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102	Fort McClellan, Ala.	
R-2104	Huntsville, Ala.	
R-2307	Yuma, Arizona	AMENDMENTS On. publ. 7/30/63 28 F. R. 7708 (Added);
R-2402	Fort Chaffee, Ark.	1/9/64 28 F. R. 12251 (Added);
R-2501	Bullion Mountains, Calif.	
R-2502	Fort Irwin, Calif.	
R-2503	Camp Pendleton, Calif.	
R-2505	China Lake, Calif.	
R-2507	Chocolate Mountains, Calif.	
R-2508	California Complex.	
R-2509	Cuddeback Dry Lake, Calif.	
R-2510	El Centro, Calif.	On publ. 5/18/63 28 F.R. 5019 (Added);
R-2513	Hunter-Liggett, Calif.	AMENDMENTS 8/22/63 28 F. R. 6969 (Added);
R-2515	Muroc Lake, Calif.	
R-2519,	Point Mugu, California.	On publ. 6/22/63 28 F. R. 6437 (Added);
R-2521	Salton Sea, Calif.	
R-2524	Trona, Calif.	
R-2525	Vernalis, Calif.	
R-2528	Newman, Calif.	
R-2601	Fort Carson, Colo.	
R-2901C	Avon Park West, Fla.	6/27/63 28 F. R. 4753 (Added);
R-2902	Banana River, Fla.	
R-2903A	Jacksonville East, Fla.	
R-2903B	Stevens Lake, Fla.	
R-2903D	Jacksonville West, Fla.	
R-2907	Lake George, Fla.	
R-2910	Pinecastle, Fla.	
R-2912B	Panama City, Fla.	4/4/63 28 F.R. 2093 (Added)
R-2912C	Panama City, Fla.	4/4/63 28 F.R. 2093 (Added)
R-2913	Panama City, Fla.	4/4/63 28 F.R. 2093 (Added)
R-2914	Valparaiso, Fla.	4/4/63 28 F.R. 2093 (Added)
R-2915	Valparaiso, Fla.	4/4/63 28 F.R. 2093 (Added)
R-3005A	Fort Stewart, Ga.	On publ. 2/21/63 28 F.R. 1630 (Added);
R-3005B	Fort Stewart, Ga.	On publ. 2/21/63 28 F.R. 1630 (Added);
R-3401	Camp Atterbury, Ind.	
R-3403	Jefferson Proving Ground, Ind.	
R-3702	Fort Campbell, Ky.	
R-3703	Fort Campbell, Ky.	
R-3704	Fort Knox, Ky.	
R-3801	Camp Claiborne, La.	
R-3803	Fort Polk, La.	12/12/62 27 F.R. 12211 (Added);
R-3804A	Fort Polk, La.	12/12/62 27 F.R. 12211 (Added);
R-4001	Aberdeen, Md.	
R-4105	No Man's Land Island, Mass.	
R-4207	Upper Lake Huron, Mich.	
R-4305	Lake Superior, Minn.	
R-4805,	Sahwave Mountains, Nevada.	On publ. 6/22/63 28 F. R. 6437 (Added);
R-4806	Las Vegas, Nev.	
R-4810,	Desert Mountains, Nevada.	On publ. 6/22/63 28 F. R. 6437 (Added);
R-5103A	McGregor, N. Mex.	
R-5103B	McGregor, N. Mex.	
R-5106	Orogrande, N. Mex.	
R-5107A	White Sands Proving Grounds, N. Mex.	
R-5107C	White Sands Proving Grounds, N. Mex.	
R-5109B	White Sands, N. Mex.	
R-5110	McGregor, N. Mex.	
R-5111	Elephant Butte, N. Mex.	AMENDMENTS 8/1/63 28 F. R. 6495 (Added);
R-5112	Magdalena, N. Mex.	AMENDMENTS 8/1/63 28 F. R. 6495 (Added);
R-5113	Socorro, N. Mex.	AMENDMENTS 8/22/63 28 F. R. 7342 (Added);
R-5114	Fort Wingate, N. Mex.	AMENDMENTS 8/22/63 28 F. R. 7342 (Added);
R-5307	Cherry Point, N. C.	
R-5502	La Carne, Ohio	
R-5503	Wilmington, Ohio	
R-5504	Wilmington, Ohio	
R-5701,	Boardman, Oregon.	On publ. 6/22/63 28 F. R. 6437 (Added);
R-6302A	Fort Hood, Texas	AMENDMENTS 5/30/63 28 F.R. 4024 (Added);
R-6302B	Fort Hood, Texas	AMENDMENTS 5/30/63 28 F.R. 4024 (Added);
R-6302C	Fort Hood, Texas	AMENDMENTS 5/30/63 28 F.R. 4024 (Added);
R-6404	Wendover, Utah	5/3/63 28 F. R. 4435 (Added);
R-6408	Indian Creek, Utah.	AMENDMENTS 8/1/63 28 F. R. 6495 (Added);
R-6409	Green River, Utah	AMENDMENTS 8/1/63 28 F. R. 6495 (Added);
R-6410	Blanding, Utah	AMENDMENTS 8/22/63 28 F. R. 7342 (Added);
R-6611	Dahlgren Complex, Va.	
R-6613	Dahlgren Complex, Va.	
R-6714	Yakima, Wash.	
R-6903	Sheboygan, Wis.	

SUBPART F - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace areas outside of the continental control area and within 16 miles of each side of the jet route segments listed below are designated as control areas

§ 71.163 Designation of additional control areas.

Unless otherwise specified, each control area designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with that of the transition area.

Control 1132

That airspace bounded on the N by a line 5 miles S of and parallel to the Orlando, Fla., VOR 071° radial, on the E by the 79th meridian and the Miami Oceanic/Nassau Control Area boundary, on the S by Control 1235 and on the W by V-3, excluding the portion below 2,000 feet MSL outside the United States, and excluding the portion within R-2902. The portion of this control area extension within W-497B shall be used during IFR weather conditions only after obtaining prior approval from appropriate authority.

Control 1141

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the INT of the 098° bearing from the Boston, Mass., RBN and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered on the midway point of a direct line between the INT of the 098° bearing from the Boston RBN and the 065° bearing from the Squantum RBN and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension and the portion under the jurisdiction of Canada.

AMENDMENTS 3/7/63 28 F.R. 721 (Changed);

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at the INT of the 098° bearing from the Boston, Mass., RBN and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered at the INT of the 098° bearing from the Boston RBN and the Western Boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension.

AMENDMENTS 3/7/63 28 F.R. 721 (Changed);

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a Great Circle course between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Santa Maria, Azores, RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of Federal airway.

Control 1145

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70'09'19" W) and the Kindley AFB, Bermuda RR and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

Control 1147

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the (Newark, N. J., RR SE course) and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways.

PENDING **AMENDMENT**

In the text of Control 1147 "the Newark, N. J., RR SE course" is deleted and "the 137° bearing from the Newark, N. J., RBN" is substituted therefor.

2/6/64 28 F. R. 14310 (Changed);

Control 1148

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Millville, N. J., RR and the INT of the Millville RR SE course and the Atlantic Ocean-U. S. Coastline to a 15-mile radius circle centered on the INT of the Millville RR SW course and the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet outside the United States.

Control 1150

That airspace within a 5-nmi radius of the Carolina Beach, N. C., RBN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, RBN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N, Long. 78°39'15" W, excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area.

Control 1151

That airspace N of Lat. 27°00'00" N, within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., RBN and the Nassau, British West Indies, RBN and circles 5 miles in radius centered on the Carolina Beach RBN and the Nassau RBN, excluding the airspace below 2,000 feet MSL outside the United States. The portion of this control area within W-497-A shall be used only after obtaining prior approval from appropriate authority.

Control 1152

That airspace E of Charleston, S. C., within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Charleston RBN and a 5-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the Atlantic Ocean-U.S. Coastline to a 17-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet MSL outside the United States.

Control 1153

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RBN to an 18-mile radius circle centered at the INT of the 090° bearing from the Jacksonville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 12/12/62 27 F.R. 12210 (Rewritten);

Control 1169

That airspace within 5 miles either side of a line extending from the Idlewild, N. Y., VORTAC via the INT of the Idlewild VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Idlewild VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Idlewild VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1173

That airspace W of San Francisco bounded by a line beginning at Lat. 38°08'30" N, Long. 122°54'00" W, thence to Lat. 37°14'00" N, Long. 122°24'55" W, thence to Lat. 36°16'00" N, Long. 124°26'00" W, thence to Lat. 37°40'00" N, Long. 125°23'30" W, thence to Lat. 37°50'00" N, Long. 124°24'30" W, thence to Lat. 38°00'00" N, Long. 123°23'00" W, thence to Lat. 38°03'20" N, Long. 123°12'00" W, thence to point of beginning. The portion of this control area within W-513 is excluded at and below 3,000 feet MSL between the hours 8:00 p.m. and 8:00 a.m., p.s.t. Monday through Friday, and is excluded entirely between the hours of 8:00 a.m. and 8:00 p.m. p.s.t. Monday through Friday. The portion of this control area W of a line extending from Lat. 37°05'30" N, Long. 122°43'00" W, via the Farallon Island, Calif., RBN (Lat. 37°41'54" N, Long. 123°00'12"W), to Lat. 37°47'00" N, Long. 123°00'00" W, Lat. 37°53'20" N, Long. 123°04'55" W, Lat. 37°56'00" N, Long. 123°10'00" W, Lat. 38°01'30" N, Long. 123°11'10" W, to Lat. 38°03'20" N, Long. 123°12'00" W, is excluded below 2,500 feet MSL.

Control 1176

That airspace centered on the Santa Barbara, Calif., VORTAC 247° radial, 10 miles in width at the VORTAC with each boundary diverging at an angle of 5° from the 247° radial extending to the E boundary of the Oakland Oceanic control area, excluding the portion at and below 2,000 feet MSL W of Long. 120°30'00" W. The portion of this control area lying W of Long. 120'30"00" W, shall be used only after obtaining prior approval from appropriate authority.

Control 1177

That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N. Long. 118°28' 50" W. thence to Lat. 33°19'00" N. Long. 118°21'45" W. thence to Lat. 32°44'30" N. Long. 119°07'00" W. thence to Lat. 31°41'00" N. Long. 120°15'00" W. thence to Lat. 31°18'40" N. Long. 121°11'30" W. thence to Lat. 31°54'00" N. Long. 121°34'30" W. thence to Lat. 32°10'45" N. Long. 120°16'15" W. thence to Lat. 32° 52'15" N. Long. 119°12'30" W. thence to point of beginning excluding the airspace below 5,000 feet MSL

Control 1181

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Weeksville, N.C., RBN to a 10-mile radius circle centered on the INT of the 133° bearing from the Weeksville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which extends outside the United States.

AMENDMENTS 12/12/62 27 F.R. 12210 (Added);

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at Lat. 29°02'10" N. Long. 95°05'00" W extending NE 3-nmi from and parallel to the United States coastline to Lat. 29°19'00" N. Long. 94° 40'30" W. to Lat. 28°15'00" N. Long. 92°07'00" W. to Lat. 28°15'00" N. Long. 94°00'00" W. to Lat. 27°32' 00" N. Long. 95°09'00" W. to Lat. 26°50'20" N. Long. 95°30'00" W. to Lat. 27°00'00" N. Long. 95°30'00" W. to point of beginning: excluding the portion below 2,500 feet MSL.

PENDING AMENDMENT

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at latitude 29° 02' 10" N., longitude 95° 05' 00" W., extending NE 3 nmi from and parallel to the United States coastline to latitude 29° 19' 00" N., longitude 94° 40' 30" W., to latitude 28° 15' 00" N., longitude 92° 07' 00" W., to latitude 28° 15' 00" N., longitude 94° 00' 00" W., to latitude 28° 07' 45" N., longitude 94° 12' 00" W., to latitude 28° 10' 00" N., longitude 94° 14' 00" W., to latitude 28° 10' 00" N., longitude 94° 58' 00" W., to latitude 27° 37' 45" N., longitude 94° 59' 45" W., to latitude 27° 32' 00" N., longitude 95° 09' 00" W., to latitude 26° 50' 20" N., longitude 95° 30' 00" W., to latitude 27° 00' 00" N., longitude 95° 30' 00" W., to point of beginning; excluding the portion below 2,500 feet MSL.

3/5/64 28 F. R. 14419 (Rewritten);

Control 1216

That airspace extending upward from 2,000 feet MSL bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25' 00" N. Long. 87°00'00" W to Lat. 28°50'00" N. Long. 88°00'00" W. thence S along Long. 88°00'00" N to the N boundary of the New Orleans Oceanic Control Area, on the S by the New Orleans Oceanic Control Area, on the W by Long. 90°15'00" W., and on the NW by the New Orleans transition area.

AMENDMENTS 1/9/64 28 F. R. 11613 (Changed);

Control 1217

That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NW boundary of the Anchorage Oceanic Control Area.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed),

Control 1218

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Galveston, Tex., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Galveston RBN and the Grand Isle, La., RBN, thence to the circumference of a 5-mile radius circle centered on the Grand Isle RBN, thence to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle RBN and the Egmont Key, Fla., RBN, thence to the circumference of a 5-mile radius circle centered on the Egmont Key RBN, excluding the portion below 5,000 feet MSL from the Galveston RBN to the Grand Isle RBN, and the portion below 2,000 feet MSL from the Grand Isle RBN to the Egmont Key RBN.

AMENDMENTS 6/27/63 28 F R. 3780 (Rewritten);

Control 1228

That airspace within 5 miles either side of a line extending from the Tampa, Fla., RBN to the Key West, Fla., RBN, excluding the portion below 2,000 feet MSL outside the United States, the portion within W-174 and the portion above 20,000 feet MSL between Lat. 24°50'00" N, and the S boundary of Control 1230.

AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);

Control 1230

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami, Fla., runway 9-L ILS OM to the circumference of a 5-mile radius circle centered on the Tamiami, Fla., RBN, thence to the circumference of a 10-mile radius circle centered on the INT of the 276° bearing from the Tamiami RBN and the E boundary of the New Orleans Oceanic control area, and within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami RBN to the circumference of the 10-mile radius circle centered at the INT of the E boundary of the New Orleans Oceanic control area and the 276° bearing from the Tamiami RBN, and bounded on the E by the E boundary of B-48, excluding the portion below 2,000 feet MSL outside the United States and the portion within W-168.

Control 1232

That airspace E of Miami, Fla., bounded on the E by the Miami Oceanic/Nassau control area boundary, on the S by Lat. 24°00'00" N, on the W by a line beginning at Lat. 24°00'00" N, Long. 80°25'00" W, to the S boundary of V-51 along the S boundary of V-51 and along the E boundary of V-3 to the S boundary of Control 1235, and on the N by the S boundary of Control 1235, excluding the portion below 2,000 feet MSL outside the United States. The portion of this control area within W-497B shall be used during IFR weather conditions only after obtaining prior approval from appropriate authority.

Control 1233

That airspace bounded on the N by the Key West, Fla., control area extension and V-35, on the E by a line 5 miles E of and parallel to the 187° bearing from the Marathon, Fla., RBN, on the S by Lat. 24°00'00" N, and on the W by a line 5 miles W of and parallel to the 205° bearing from the Key West RBN, excluding the portion below 2,000 feet MSL and excluding the portion within W-465.

AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);

Control 1235

That airspace within 5 miles each side of the West Palm Beach RBN 090° bearing, extending from the RBN to the INT of the West Palm Beach RBN 090° bearing and the W boundary of the Miami Oceanic/Nassau Control Area, excluding the portions below 1,000 feet MSL outside the United States and within W-497B.

AMENDMENTS 12/10/63 28 F. R. 11185 (Rewritten);

Control 1310

That airspace within 5 miles either side of a direct line extending from the Anchorage, Alaska, RR to the to the INT of the Anchorage RR SE course and the Hinchinbrook, Alaska, RR NW course (Whittier INT), thence within 16 miles either side of a line extending from INT of the Anchorage RR SE course and the Hinchinbrook RR NW course via the Middleton Island, Alaska, RBN to the Sandspit, B. C., Canada, RR; that airspace between lines diverging at 5° angles from the centerline, extending SE from the Middleton Island RBN and NW from the Sandspit RR, and which terminated at the intersecting points midway between Middleton Island and Sandspit, excluding the portion under the jurisdiction of Canada and within W-533.

Control 1316

That airspace within 5 miles either side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary; excluding the airspace below 2,000 feet MSL between the United States and the E boundary of W-289 and excluding the airspace below 5,000 feet MSL within W-289.

Control 1386

That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150, excluding the airspace below 14,000 feet MSL lying between the E boundary of R-2902 and the W boundary of Control 1150. The portion of this control area within R-2902 shall be used only after obtaining prior approval from appropriate authority.

Control 1400

That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401

That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to the E boundary of the Anchorage Oceanic Control Area. excluding the airspace below 2.000 feet MSL outside the United States.

Control 1408

That airspace S of Miami bounded on the N by a line extending from Lat. 25°48'55" N, Long. 81°45'00" W, to Lat. 25°46'35" N, Long. 81°08'15" W, to Lat. 25°30'30" N, Long. 80°51'20" W, to Lat. 25°34'00" N, Long. 80°25'00" W, on the E by Long. 80°25'00" W, on the S by V-35, and on the W by V-225, excluding the portion below 2.000 feet MSL outside the United States and that portion above 20,000 feet MSL within W-173.

Control 1415

That airspace centered on the Fortuna, Calif., VOR 270° radial 10 miles in width at the VOR with each boundary diverging at an angle of 5° from the 270° radial extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion at and below 2,000 feet MSL W of Long. 124°30'00" W.

Control 1418

That airspace centered on the Hoquiam, Wash., VOR 234° radial, 10 miles in width at the VOR with each edge diverging at an angle of 5° with the centerline and extending to the E boundary of the Seattle Oceanic Control Area; the airspace N and NE of Hoquiam bounded on the NW, N and NE by a line beginning at latitude 46°58'45" N., longitude 124°20'00" W., to latitude 47°06'00" N., longitude 124°00'00" W., to latitude 47°06'00" N., longitude 123°51'00" W., through latitude 47°05'00" N., longitude 123°48'00" W., to the NW boundary of V-27 W, on the SE by V-27 W and a line 5 miles N of and parallel to the Hoquiam VOR 239° radial extending to latitude 46°54'00" N., longitude 124°20'00" W., and on the W by longitude 124°20'00" W.; and the airspace SE of Hoquiam bounded on the N by V-204, on the W by V-27 W, and on the SE by the arc of an 8-mile radius circle centered on the Hoquiam VOR, excluding the portions at and below 2,000 feet MSL outside the United States, and the portion within W-460.

AMENDMENTS 4/4/63 28 F.R 966 (Rewritten);

Control 1419

That airspace SE of Newport, Oreg., bounded on the W by V-27, on the NW by V-99, on the E by longitude 123° 52'00" W., and on the S by latitude 44°18'00" N.; the airspace SW of Newport bounded on the NW by a line 5 miles SE of and parallel to the Newport VOR 232° radial, on the east by V-27, and on the SW by the arc of a 16-mile radius circle centered on the Newport VOR, and the airspace NW of Newport bounded on the E by V-27, on the S by a line 5 miles N of and parallel to the Newport VOR 242° radial, and on the NW by the arc of a 7-mile radius circle centered on the Newport VOR, excluding the portions at and below 2,000 feet MSL outside the United States; and the airspace centered on the Newport VOR 237° radial, 10 miles in width at the VOR with each edge diverging at an angle of 5° with the centerline and extending to the E boundary of the Seattle Oceanic Control Area, excluding the portion at 2,000 feet MSL and below W of a line parallel to and 10 miles W of the United States coastline.

AMENDMENTS 4/4/63 28 F.R 966 (Rewritten);

Control 1420

That airspace centered on the North Bend, Oreg., VOR 239° radial, 10 miles in width at the VOR with each boundary diverging at an angle of 5° with the centerline and extending to the E boundary of the Seattle Oceanic control area, excluding the portion at 2,000 feet MSL and below SW of a point 20 miles SW of the North Bend VOR.

Control 1445

That airspace S of the United States-Canadian border and the Vancouver Oceanic Control Area within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL

Control 1447

That airspace SW of New Orleans, La., bounded by a line beginning at Lat. 29° 22' 30" N., Long. 91° 05' 00" W., to Lat. 29° 15' 00" N., Long. 91° 05' 00" W., to Lat. 29° 15' 00" N., Long. 90° 36' 15" W., to Lat. 28° 15' 00" N., Long. 91° 17' 45" W., to Lat. 28° 15' 00" N., Long. 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

PENDING AMENDMENT

Control 1447

That airspace southwest of New Orleans, La., bounded by a line beginning at latitude 29° 22' 30" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

1/9/64 28 F. R. 12612 (Rewritten); Date Changed (3/5/64) 29 F. R. 133

Control **1483**

That airspace within 5 miles either side of the 239° bearing from the Bethel, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the 239° bearing extending from the Bethel RR to the E boundary of the Anchorage Oceanic Control Area, and excluding the airspace below 2,000 feet MSL outside the United States

Control **1484**

That airspace within 5 miles either side of the 227° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control **1485**

That airspace N of Fairbanks, Alaska, extending from 18,500 feet MSL to flight level 450 bounded by a line beginning at: latitude 72°00'00" N., longitude 141°00'00" W.; to latitude 70°28'40" N., longitude 141°00'00" W.; to latitude 64°39'30" N., longitude 145°50'00" W.; to latitude 65°00'00" N., longitude 140°10'00" W. to latitude 72°00'00" N., longitude 144°13'15" W.; to the point of beginning.

AMENDMENTS 12/12/62 27 F.R. 12211 (Added);

Control **1486**

That airspace within 5 miles each side of the Ukiah, Calif., VOR 300° radial and the additional area between lines diverging at angles of 5° either side of the 300° radial extending from the VOR to the eastern boundary of the Seattle Oceanic Control Area; excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

AMENDMENTS 6/27/63 28 F. R. 4506 (Added);

§71.165 CONTROL AREA EXTENSIONS

§ 71.165 Designation of control area extensions.

Unless otherwise specified, each control area extension designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area extension within the lateral limits of a transition area has a floor coincident with that of the transition area.

Aberdeen, S. Dak.

Within a 15-mile radius of the Aberdeen VOR.

PENDING **AMENDMENT**

The Aberdeen, S. Dak., control area extension is revoked. 3/5/64 28 F. R. 13929 (Revoked);

Abilene, Tex.

Within a 35-mile radius of the Abilene VOR, the airspace N of Abilene bounded on the E by V-77, on the N by V-278 E of Guthrie, Tex., VOR and V-102 W of Guthrie VOR, on the W and SW by V-62; the airspace NW of Abilene 8 miles SW of and 5 miles NE of the Abilene VOR 327° radial extending from the VOR to 60 miles NW of the VOR; the airspace SE, S and SW of Abilene bounded on the N by V-94, on the E by V-163, on the S by V-76 N and on the SW by V-76, excluding the portion that coincides with the arc of a 35-mile radius circle centered on the San Angelo, Tex., VOR and on the NW by V-66, and including the airspace W of Abilene within 8 miles N and 12 miles S of the Abilene VOR 266° radial extending from the VOR to the arc of a 35-mile radius circle centered on the Big Spring, Tex., VOR.

Adak, Alaska

Within a 50-mile radius of the NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W) extending from 700 feet above the surface to 24,000 feet MSL.

Albany, Ga.

Within 5 miles each side of the 272° bearing from latitude 31°32'00" N., longitude 84°06'43" W., extending from latitude 31°32'00" N., longitude 84°06'43" W., to 25 miles W; within 5 miles either side of the Albany VOR 335° radial extending from the VOR to 20 miles NW, and within 12 miles SW and 8 miles NE of the Albany VOR 294° radial extending from the VOR to 40 miles NW.

AMENDMENTS 11/12/63 28 F. R. 10452 (Changed);

Albany, N. Y.

Within a 15-mile radius of the Albany VORTAC extending clockwise from the 134° to the 094° radials; within a 40-mile radius of the Albany VORTAC extending clockwise from the 094° to the 134° radials; the airspace NW of Albany bounded on the N by V-490, on the E by V-203 and on the S by V-2; the airspace NE of Albany extending from the 15-mile radius area bounded on the N by V-490, on the E by V-487, and on the S by V-72, and the airspace SW of Albany extending from the 15-mile radius area bounded on the N by V-72 and on the S by a line 10 miles S of and parallel to the Albany VORTAC 270° radial.

Alexandria, La.

Within a 40-mile radius of the Alexandria VOR; that airspace S of Alexandria bounded on the NE by V-114, on the SE by V-222, on the S and SW by the Lake Charles, La., control area extension, and on the NW by a line 5 miles NW of and parallel to the Alexandria VOR 232° radial; including the airspace E of Alexandria within 12 miles NE and 8 miles SW of the Alexandria VOR 105° radial extending from the 40-mile radius area to 55 miles SE of the VOR, excluding the portion which coincides with R-3803 and R-3804. The portion of this control area extension within R-3801 shall be used only after obtaining prior approval from appropriate authority.

Alice, Tex.

Within 5 miles either side of a direct line extending from the Alice VOR to the Cotulla, Tex., VOR and within a 35-mile radius of the Alice VOR, excluding the portion which coincides with R-6301

Allendale, S. C.

That airspace SW of the Allendale VOR bounded on the N by V-70, on the SW by V-5 E and on the SE by V-157

AMENDMENTS 9/19/63 28 F. R. 4610 (Changed);

Alpena, Mich.

That airspace bounded by a line beginning at Lat. 45°28'00" N, Long. 83°30'00" W, thence to Lat. 45°16'30" N Long. 83°11'25" W, thence to Lat. 44°42'00" N, Long. 83°52'30" W, thence to Lat. 44°53'00" N, Long. 84°11'30" W, thence to the point of beginning, shall be designated a control area extension during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Guide

Altoona, Pa.

That airspace N of the Altoona VOR bounded on the E by a line 5 miles W of and parallel to the St. Thomas, Pa., VOR 358° radial, on the S by V-12, on the NW by V-35 and on the N by V-276.

Altus, Okla.

That airspace bounded on the NE by V-17, on the SE by V-77, on the S by V-102, on the W by V-14 from Lubbock, Tex., to Childress, Tex., and V-114, from Childress, Tex., to Amarillo, Tex., and on the NW by V-12, excluding the portion of this control area extension which coincides with R-5601.

Amarillo, Tex.

Within a 50-mile radius of Lat. 35°13'42" N, Long. 101°44'24" W.

Anchorage, Alaska

Within a 55-mile radius of the Anchorage VOR extending clockwise from the NW boundary of V-456 SW of Anchorage to the Anchorage VOR 309° radial; within a 72-mile radius of the Anchorage VOR extending clockwise from the Anchorage VOR 309° radial to the E boundary of V-438 N of Anchorage; within a 50-mile radius of the Anchorage VOR extending clockwise from the E boundary of V-438 N of Anchorage to the NW boundary of V-456 SW of Anchorage. The portions of this control area extension within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

Atterbury, Ind.

That airspace bounded on the NE by V-128, on the E by the arc of a 35-mile radius circle centered at the Greater Cincinnati Airport, Covington, Ky. (Lat. 39°02'56" N, Long. 84°39'41" W), on the S by a line extending from Lat. 39°01'00" N, Long. 85°18'45" W to Lat. 39°08'00" N, Long. 86°21'00" W, on the W by V-227, and on the NW by V-12 S. The portion within R-3401 shall be used only after obtaining prior approval from appropriate authority.

Augusta, Ga.

That airspace bounded by a line beginning at the INT of the S boundary of V-454 and a line 8 miles E of and parallel to the Augusta VOR 359° radial, thence S along this line to its INT with a line 13 miles E of and parallel to the Augusta VOR 348° radial, thence SE along this line to the N boundary of V-70, thence SW along the N boundary of V-70 to a line passing through points at Lat. 32°47'00" N, Long. 82°10'00" W and Lat. 33°02'00" N, Long. 82°30'00" W, thence NW along this line to Long. 82°30'00" W, thence N along Long. 82°30'00" W to the N boundary of V-18, thence W along the N boundary of V-18 to Long. 82°54'00" W, thence N along Long. 82°54'00" W, to Lat. 33°48'00" N, thence E along Lat. 33°48'00" N to Long. 82°24'00" W, thence N along Long. 82°24'00" W to the S boundary of V-454 to point of beginning, excluding the portions which coincide with R-3003, R-3004 and R-6004.

AMENDMENTS Eff. on publ. (4/10/63) 28 F.R. 3483 (Changed);

Austin, Tex.

Within a 40-mile radius of Lat 30°22'36" N, Long. 97°40'55" W

Bakersfield, Calif.

That airspace bounded on the E by V-23, on the S by Lat. 35°05'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 36°00'00" N; and that airspace NE of Bakersfield bounded on the E by Long. 118° 45'00" W, on the S by Lat. 35°36'00" N, on the W by a line extending from Lat. 35°36'00" N, Long. 119°01'03" W, to Lat. 36°00'00" N, Long. 118°48'00" W, and on the N by Lat. 36°00'00" N.

Banana River, Fla.

That airspace bounded on the N by Lat. 28°50'00" N, on the E by a line 3-nmi E of and parallel to the U. S. shoreline, on the S by the Patrick AFB, Fla., 5-mile radius zone, on the W by V-3, including the airspace W of Banana River bounded on the E by V-3, on the SW by V-295 E and on the NW by the control 1386.

Bangor, Maine

That airspace bounded on the E by the United States/Canadian border and a line extending from Lat. 45°29'00" N, Long. 67°30'00" W, to Lat. 44°25'00" N, Long. 67°30'00" W, on the SE by a line extending from Lat. 44°25'00" N, Long. 67°30'00" W, via Lat. 44°18'00" N, Long. 68°00'00" W, to Lat. 43°45'00" N, Long. 69°15'00" W, on the SW by the Brunswick, Maine, control area extension, and on the W and NW by V-39 SW of the Millinocket, Maine VOR and V-471 from the Millinocket VOR to the United States/Canadian border. The portion of this control area extension which coincides with R-3901 is excluded. The portion of this control area extension which coincides with R-3903 shall be used only after obtaining prior approval from appropriate authority.

Bartlesville, Okla.

Within a 20-mile radius of the Phillips Airport, Bartlesville, Okla. (Lat. 36°45'46" N, Long. 96°00'30" W)

Battle Creek, Mich.

Within a 35-mile radius of the Battle Creek VORTAC.

Battle Mountain, Nev.

Within 14 miles E and 7 miles W of the Battle Mountain VOR 348° radial extending from the VOR to 12 miles N, and the airspace S of Battle Mountain bounded on the N by V-6 W of Battle Mountain and V-32 E of Battle Mountain, on the S by V-494 and on the W by Long. 117°17'00" W.

Berlin, N. H.

Within 8 miles E and 5 miles W of the 334° bearing from the Berlin RBN extending from the RBN to 17 miles NW; within 5 miles S and 8 miles N of the 248° bearing from the Whitefield, N. H., RBN extending from the RBN to 17 miles SW, and within 5 miles either side of a line extending from the Berlin RBN to the Whitefield RBN

Bethel, Alaska

Within a 30-mile radius of the Bethel VOR.

Bettles, Alaska

Within 16 miles E and 25 miles W of the 337° and 157° bearings from the Bettles RR, extending from 25 miles N to 42 miles S of the RR.

Big Spring, Tex.

Within a 35-mile radius of the Big Spring VOR; the airspace NW of Big Spring bounded on the NE by V-76 N and on the W by V-81 and V-76; including the airspace N of Big Spring within 12 miles W and 12 miles E of the Webb AFB TACAN 014° radial extending from the 35-mile radius area to 61 miles N of the TACAN. The portion of this control area extension which coincides with R-6309 shall be used only after obtaining prior approval from the appropriate authority.

Billings, Mont.

Within a 25-mile radius of the Billings VORTAC extending clockwise from V-2 W of Billings to V-19 SE of Billings; within 12 miles W and 8 miles E of the Billings VORTAC 347° radial extending from the 25-mile radius area to 46 miles N of the VORTAC; and within 12 miles SW and 8 miles NE of the Billings VORTAC 301° radial extending from V-2 and the 25-mile radius area to 53 miles NW of the VORTAC; including the airspace bounded on the N by V-2, on the E by V-187, and on the SW by a line extending from the S boundary of V-2 through Lat. 45°43'00" N, Long. 108°48'00" W, and Lat. 45°42'30" N, Long. 108° 44'00" W to the W boundary of V-187.

Biloxi, Miss.

Within a 25-mile radius of Lat. 30°27'08" N, Long. 88°53'26" W; and that airspace bounded on the E by Long. 88°30'00" W, on the SE and S by a line 15 miles S of and parallel to V-22, on the W by Long. 88°10'00" W, on the N by the Biloxi 25-mile radius area, excluding the portion which coincides with W-453.

Binghamton, N. Y.

Within a 15-mile radius of the Binghamton VORTAC.

Birmingham, Ala.

That airspace bounded by a line beginning at Lat. 32°52'00" N, Long. 87°30'00" W, to Lat. 34°15'00" N, Long. 87°30'00" W, to Lat. 34°15'00" N, Long. 86°15'00" W, to Lat. 34°00'00" N, Long. 86°15'00" W, to Lat. 33°39'00" N, Long. 86°00'00" W, to Lat. 32°52'00" N, Long. 86°00'00" W, to point of beginning; that airspace W of Birmingham within 7 miles N and 11 miles S of the Birmingham VORTAC 263° radial extending from Long. 87° 30'00" W to 43 miles W of the VORTAC.

Bismarck, N. Dak.

Within a 15-mile radius of the Bismarck VOR; within 5 miles either side of the Bismarck ILS localizer SE course extending from the localizer to 20 miles SE of the OM, and within 5 miles either side of the Bismarck VOR 114° radial extending from the VOR to 25 miles SE.

Bluefield, W. Va.

That airspace bounded on the N by V-478, on the E by V-59, on the S by a line 9 miles S of and and parallel to the Bluefield VOR 264° and 084° radials, on the W by the Blackford, Va., VOR 344° radial, including the airspace NE of the Beckley, W. Va., VOR within a 13-mile radius of the VOR, bounded on the W by V-59 and on the SW by V-258.

Blytheville, Ark.

That airspace bounded on the E by V-9, on the S by V-140, on the W by V-69, and on the N by a line through Lat. 36°21'00" N, Long. 90°04'00" W and Lat. 36°32'00" N, Long. 90°40'00" W.

Boise, Idaho

Within a 25-mile radius of the Boise VORTAC, extending clockwise from the 319° to the 130° radials; within a 40-mile radius of the Boise VORTAC, extending clockwise from the 130° to the 319° radials; within 5 miles either side of the Boise VORTAC 291° radial, extending from the VORTAC to 67 miles NW, and within a 10-mile radius of the Ontario Municipal Airport, Oreg., (Lat. 44°01'15" N, Long. 117°00'43" W), excluding the portion which coincides with the Mountain Home, Idaho, control area extension.

Boston, Mass.

That airspace bounded by a line beginning at latitude 43° 25' 32" N., longitude 70° 36' 50" W., to latitude 43° 21' 30" N., longitude 70° 19' 20" W., to latitude 43° 15' 00" N., longitude 70° 30' 00" W., to latitude 42° 44' 20" N., longitude 70° 37' 00" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42° 35' 00" N., longitude 70° 34' 45" W., thence to latitude 42° 35' 00" N., longitude 70° 30' 00" W., to latitude 42° 15' 20" N., longitude 70° 30' 00" W., to latitude 42° 03' 00" N., longitude 69° 18' 00" W., to latitude 41° 41' 40" N., longitude 69° 45' 20" W., to latitude 41° 19' 10" N., longitude 70° 13' 40" W., to latitude 41° 13' 40" N., longitude 70° 43' 00" W., to latitude 41° 36' 30" N., longitude 70° 43' 00" W., to latitude 41° 42' 20" N., longitude 71° 19' 10" W., to latitude 42° 35' 00" N., longitude 71° 58' 30" W., to latitude 42° 46' 40" N., longitude 72° 09' 15" W., to latitude 43° 03' 40" N., longitude 71° 41' 15" W., to latitude 43° 13' 11" N., longitude 71° 34' 33" W., to the point of beginning; and that airspace N and NW of Concord, N. H., within the arc of a 20-mile radius circle centered at the Concord, N. H., VOR; and that airspace outside of the continental control area extending upward from FL 240 to FL 300 inclusive within an 18-mile radius of the Pease, N. H., RBN. The portion of this control area extension which coincides with R-4901 is excluded. The portion of this control area extension at 3,000 feet MSL and below bounded on the N by latitude 43° 01' 30" N., on the E by W-103, on the S by latitude 42° 59' 03" N., and on the W by R-4901 is excluded during the time of designation of R-4901. The portion of this control area extension which coincides with R-4101, R-4103 and R-4106 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/63 28 F. R. 10742 (Rewritten);

Bowling Green, Ky.

Within a 15-mile radius of the Bowling Green VORTAC; including the airspace W of Bowling Green bounded on N by Lat. 37°00'00" N, on the SE by V-57, and on the W by V-7.

Bradford, Ill.

Within a 15-mile radius of the Bradford VOR.

Brownsville, Tex.

That airspace over the United States within a 40-mile radius of the Brownsville VORTAC S of Lat. 26°30' 00" N; within 5 miles either side of the Harlingen, Tex., VOR 013° radial extending from the VOR to V-68, and that airspace W of V-68 S of Lat. 26°31'00" N, and E of Long. 98°00'00" W.

Brunswick, Ga.
That airspace bounded on the N by Lat. 31°30'00" N, on the E by V-3, and on the SW by V-5 and V-51. The portion of this control area extension which coincides with R-3006 shall be used only after obtaining prior approval from the appropriate authority.

Brunswick, Maine
That airspace bounded on the NW by V-3, on the NE by V-302, on the E by longitude 69°15'00" W., on the S by W-103. and on the SW by a line 5 miles NE of and parallel to the 132° bearing from the Portland Municipal Airport, Maine (latitude 43°38'50" N., longitude 70°18'28" W.); the airspace SW of Augusta, Maine, from 5 miles NW to 7 miles NW of the Augusta VOR 239° radial extending from the Augusta VOR 329° radial to 20 miles SW, and the airspace N of Augusta from 5 miles W to 10 miles W of the Augusta VOR 025° radial extending from the Augusta VOR 295° radial to 20 miles NE, excluding the portion within C-516.

2/7/63 27 F.R. 12711 (Rewritten);

Bryce Canyon, Utah
Within 5 miles either side of the Bryce Canyon VOR 110° radial, extending from the VOR to 25 miles SE and within 10 miles SE and 7 miles NW of the Bryce Canyon VOR 240° radial extending from the VOR to 20 miles SW.

Buffalo, N. Y.
Within a 50-mile radius of the Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), and within 12 miles NE and 8 miles SW of the Buffalo VORTAC 124° radial extending from the 50-mile radius area to 73 miles SE of the VORTAC, excluding the portion outside the United States. The portion of this control area extension which coincides with R-5203 is excluded.

Burbank, Calif.
That airspace bounded on the SE by V-8 N, on the S by V-16, on the SW by V-107, on the NW by V-12 and the E boundary of V-23, and on the NE by V-137.

Burlington, Iowa
Within a 15-mile radius of the Burlington VOR and within 5 miles either side of the Burlington VOR 112° radial extending from the VOR to 25 miles E.
PENDING AMENDMENT
The Burlington, Iowa, control area extension is revoked. 4/30/64 28 F. R. 13864 (Revoked);

Camp Douglas, Wis.
Within a 30-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), N of Lat. 43°39'00" N, excluding the portions which coincide with R-6901 and R-6904. This area shall be designated a control area extension during the specific dates and times established in advance by NOTAM, and continuously published in the Airman's Guide.

Cedar Rapids, Iowa
Within 5 miles either side of the 266° bearing from the Cedar Rapids Municipal Airport, extending from the airport to 25 miles W; within 5 miles either side of the 090° bearing from the airport, extending from the airport to 25 miles E, and that airspace S of Cedar Rapids bounded on the NE by V-233, on the S by V-6 and on the NW by V-294.

Charleston, S. C.
That airspace S of Charleston bounded on the N by V-53 and Control 1152, on the SE by a line 3-nmi SE of and parallel to the shoreline, on the S by the Savannah, Ga., control area extension, and on the W by V-3; that airspace NE of Charleston bounded on the W by V-1, on the N by the Myrtle Beach, S. C., control area extension, on the E by a line 5 miles E of and parallel to the Myrtle Beach VOR 218° radial and on the S by Control 1152.

Charleston, W. Va.
Within a 35-mile radius of Kanawha County Airport, Charleston, W. Va. (Lat. 38°22'21" N, Long. 81°35'35" W); the airspace N and NW of the Kanawha County Airport bounded on the E by V-133, on the S by V-4 and on the NW by V-493 and V-44; the airspace N of Charleston extending from the 35-mile radius area bounded on the NW by V-119, and on the SE by V-115, and the airspace SW of Charleston extending from the 35-mile radius area bounded on the N by V-4 and on the SW by V-478.

Charlottesville, Va.
That airspace bounded on the NW by V-140, on the E by V-39, and on the S by V-16 N alternate.

Cheyenne, Wyo.

Within 5 miles each side of the Cheyenne VORTAC 032° radial extending from the VORTAC to 25 miles NE; the airspace bounded on the N by V-6, on the SE by V-207, on the S by V-138 and on the W by V-89E alternate; the airspace SE of Cheyenne within a 25-mile radius of the Cheyenne RBN extending clockwise from a 090° bearing to a 181° bearing from the Cheyenne RBN; and the airspace SW of Cheyenne bounded on the N by V-118, on the E by V-19 and on the SW by V-4N alternate.

AMENDMENT (Eff. on Publ.) 10/11/63 28 F. R. 10900

Chicago, Ill.

Within a 30-mile radius of the Midway Airport, Chicago, Ill., (Lat. 41°47'05" N, Long. 87°45'05" W); within a 15-mile radius of the Chicago Heights, Ill., VORTAC; that airspace NE, E, and SE bounded by a line beginning at the INT of the E boundary of V-7 and the S boundary of V-84, thence E along the S boundary of V-84 to its INT with the South Bend, Ind., VORTAC 314° radial, thence SE along this radial to its INT with the N boundary of V-100, thence E along V-100 to its INT with the arc of a 35-mile radius circle centered on the Battle Creek, Mich., VORTAC, thence counterclockwise along this arc to Lat. 41°57'30" N, Long. 85°44'30" W, thence to Lat. 41°41'00" N, Long. 85°49'40" W, thence counterclockwise along the arc of a 15-mile radius circle centered on the Goshen, Ind., VOR to its INT with the W boundary of V-55 W, thence S along this boundary to its INT with the N boundary of V-38, thence W along this boundary to its INT with the E boundary of V-7, thence along this boundary to the point of beginning.

Chicopee Falls, Mass.

That airspace bounded on the N by V-2, on the NE by V-151, on the SE by V-3, on the S by a line extending from Lat. 42°08'20" N, Long. 72°37'00" W to Lat. 42°03'45" N, Long. 72°09'00" W, on the SW by V-203, and on the NW by the arc of a 38-mile radius circle centered on the Westover AFB, Mass., and lying between V-2 and V-203, excluding the portion below 2,500 feet MSL. The portion of this control area extension which coincides with R-4108 shall be used only after obtaining prior approval from the appropriate authority.

Cincinnati, Ohio

Within a 35-mile radius of the Greater Cincinnati Airport (Lat. 39°02'56" N, Long. 84°39'55" W); that airspace N and E of Cincinnati bounded by a line extending from the 35-mile radius area N via V-275 to its INT with V-210, thence E via V-210 to its INT with V-427, thence S via V-427 and V-59 to V-144, thence E via V-144 to its INT with V-119, thence SW via V-119 to its INT with V-44, thence SW via V-44 to its INT with V-133, thence N via V-133 to its INT with V-144, thence NW via V-144 to its INT with V-5, thence SW via V-5 to its INT with the 35-mile radius area; and that airspace SW of Cincinnati extending from the 35-mile radius area bounded on the S by V-44 and on the NW by V-47. The portion of this control area extension within R-5503 and R-5504 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 9/19/63 28 F. R. 8241 (Changed);

Cleveland, Ohio

Within a 50-mile radius of the Cleveland-Hopkins Airport, Cleveland, Ohio (Lat. 41°24'30" N, Long. 81° 51'00" W), excluding the portion outside the United States; within 8 miles N and 12 miles S of the Cleveland VORTAC 275° radial extending from the 50-mile radius area to 53 miles W of the VORTAC; that airspace extending from the 50-mile radius area bounded on the N by the United States-Canadian border, on the S by a line 8 miles N of and parallel to the Cleveland VORTAC 275° radial, and on the W by Long. 83°02'00" W, and that airspace extending from the 50-mile radius area bounded on the SE by V-43 and on the NW by V-443 E. The airspace within R-5502 shall be used only after obtaining prior approval from the appropriate authority.

Cold Bay, Alaska

Within a 50-mile radius of the Cold Bay RR.

Colorado Springs, Colo.

That airspace bounded by a line beginning at the INT of the S boundary of V-148 with Long. 104°07'00" W to Lat. 39°05'00" N, Long. 104°07'00" W, thence E to the INT of Lat. 39°05'00" W with the arc of a 46-mile radius circle centered on the Colorado Springs, VORTAC, thence clockwise along this arc to a line 10 miles N of and parallel to Pueblo, Colo., VORTAC 275° and 093° radials, thence W via this line to Long. 104°52' 00" W, thence N via this meridian to the Colorado Springs VORTAC 294° radial, thence NW via this radial to the SE boundary of V-95, thence NE via the SE boundary of V-95 and the S boundary of V-148, to point of beginning. The portion of this control area extension within R-2601 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); Eff. on Publ. (11/2/63) 28 F. R. 11727 (Changed);

Columbia, S. C.
That airspace S of Columbia bounded on the N by V-56, on the NE by V-53, on the S by V-18 and on the W by V-185; that airspace SE of Columbia bounded on the N by V-56, on the E by a line 5 miles W of and parallel to a direct line extending from the Charleston, S. C., VORTAC to the Florence, S. C., VOR, and on the SW by V-53, excluding the portion within R-6004. The portion of this control area extension within R-6002 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS Eff on publ (4/10/63) 28 F.R. 3483 (Changed);

Columbus, Miss.
Within a 45-mile radius of the Columbus AFB, Miss.

Columbus, Ohio
Within a 15-mile radius of the Appleton, Ohio, VORTAC; including the airspace S of Columbus bounded on the E by V-133, on the SE by V-44, on the W by a line extending from the N boundary of V-44 at Lat. 38°42'55" N, Long. 83°00'15" W, via Lat. 38°48'30" N, Long. 83°02'00" W, to Lat. 39°30'00" N, Long. 83°02'00" W, and Lat. 39°30'00" N, Long. 83°47'00" W, to the S boundary of V-5 at Lat. 39°37'10" N, Long. 83°47'00" W, on the NW by V-5; and on the N by V-214. The portion of this control area extension within R-5501 shall be used only after obtaining prior approval from the appropriate authority.

Cordova, Alaska
Within 12 miles SW and 22 miles NE of the 120° and 300° bearings from the Hinchenbrook, Alaska, RR extending from 10 miles NW to 57 miles SE of the RR.

Corinne, Utah
Within 5 miles either side of the 289° bearing from the Corinne RBN to V-101.

Corpus Christi, Tex.
That airspace N of Corpus Christi bounded on the SE by V-20, on the SW by V-68, on the NW by the arc of 60-mile circle centered on the San Antonion, Tex., RBN, on the N by Lat. 29°00'00" N, and on the NE by the arc of a 25-mile circle centered at Lat. 28°51'00" N, Long. 96°55'00" W; including the airspace SE of Corpus Christi bounded on the NW by V-20, on the E by Long. 97°14'00" W, on the SE by the N boundary of R-6301, and on the W by the arc of a 35-mile circle centered on the Alice, Tex., VOR.

Cotulla, Tex.
Within 13 miles SW and 8 miles NE of the 140° and 320° bearings from the Cotulla RBN extending from V-17 to 20 miles NW of the RBN; including the airspace N of Cotulla bounded on the W by a line 5 miles E of and parallel to the Cotulla VOR 344° radial, on the N by the arc of a 60-mile circle centered on the San Antonio, Tex., RBN, and on the E by V-17.

AMENDMENTS 12/12/63 28 F. R. 10513 (Changed);

Crescent City, Calif.
Within 5 miles either side of the Crescent City VOR 330° and 235° radials extending from the VOR to 25 miles NW and 20 miles SW of the VOR.
PENDING AMENDMENT
The Crescent City, Calif., control area extension is revoked. 5/28/64 28 F. R. 14419 (Revoked);

Crestview, Fla.
Within 12 miles W and 8 miles E of the Crestview VOR 004° and 184° radials extending from 20 miles N to 8 miles S of the VOR; within 10 miles N and 7 miles S of the Crestview VOR 091° radial extending from the VOR to 35 miles E of the VOR, excluding the portion of the control area extension within R-2914 and R-2915.

Dalhart, Texas
Within 10 miles SW and 7 miles NE of the Dalhart, VORTAC 324° and 144° radials extending from 20 miles NW to 9 miles SE of the VORTAC, within 10 miles W and 7 miles E of the Dalhart VORTAC 002° and 182° radials extending from 20 miles N to 9 miles S of the VORTAC.

Dallas, Texas
That airspace bounded on the E by a line 5 miles E of and parallel to the Dallas VORTAC 133° radial the Leona, Tex., VOR 353° and 140° radials, the Houston, Tex., VORTAC 353° radial and V-20, on the S and SW by V-180, on the NW by V-17 from Austin, Tex., VORTAC to the Waco, Tex., VORTAC and by V-15 from the Waco VORTAC to the Dallas VORTAC; including the airspace SE of Dallas extending from 44 miles N to 76 miles N of the Leona VOR, bounded on the E by a line 12 miles E of and parallel to the Leona VOR 353° radial and on the W by the Leona VOR 353° radial.

Danville, Ill.

Within a 15-mile radius of the Danville VOR, excluding the portion of this control area extension within the Lafayette, Ind., and the Rantoul, Ill., control area extensions; including the airspace NE of Danville extending from the 15-mile radius area, bounded on the NE by V-53, on the E by the Lafayette control area extension and on the W by V-171.

Danville, Va.

That airspace bounded on the E by Long. 78°50'00" W, on the S by Lat. 36°19'00" N, on the W by Long. 79°41'00" W, and on the N by Lat. 36°57'30" N.

Del Rio, Tex.

That airspace over United States territory within a 55-mile radius of Laughin AFB, Del Rio, Tex.

Denver, Colo.

Within a 34-mile radius of the Denver VORTAC extending from V-81 on the S clockwise to V-4 on the N; the airspace NW of Denver from 5 miles W to 8 miles W of the Denver VORTAC 334° radial extending from the 34-mile radius area to the arc of a 57-mile radius circle centered on the Denver VORTAC; within 10 miles either side of the Denver VORTAC 253° radial extending from the 34-mile radius area to 49 miles W of the VORTAC; the airspace S of Denver bounded on the W by V-89, on the N by the 34-mile radius area, on the E by V-81, and on the S by V-95; the airspace SE of Denver bounded on the N by V-4, on the E by Long. 104°00'00" W, and on the S and W by V-148; and the airspace NE of Denver bounded on the NE by V-132, on the SE by V-160 and on the W by V-89, including the airspace bounded on the N by V-138 S, on the E by Long. 103°52'00" W, on the SW by V-132, and on the NW by V-207.

Des Moines, Iowa

Within a 25-mile radius of the Des Moines, VORTAC; within 12 miles W and 8 miles E of the Des Moines VORTAC 196° radial extending from the 25-mile radius area to 39 miles S of the VORTAC; within 12 miles N and 8 miles S of the Des Moines VORTAC 261° radial extending from the 25-mile radius area to 37 miles W of the VORTAC; including the airspace E of Des Moines bounded on the NE by V-172 S, on the E and S by V-294 and on the NW by V-161.

Dodge City, Kans.

Within 10 miles SW and 7 miles NE of the Dodge City VOR 161° and 341° radials extending from 20 miles NW to 9 miles SE of the VOR, and within 5 miles either side of the Dodge City VOR 161° and 341° radials extending from 20 miles to 25 miles NW of the VOR and from 9 miles to 25 miles SE of the VOR.

Douglas, Ariz.

Within 5 miles either side of the Douglas VOR 131° radial extending from the VOR to the United States/Mexican border and within 10 miles SW and 7 miles NE of the Douglas VOR 302° and 122° radials extending from 9 miles SE to 20 miles NW of the VOR, excluding the portion within R-2303, and the portion outside the United States.

PENDING AMENDMENT

The Douglas, Ariz., control area extension is revoked. 2/6/64 28 F. R. 13438 (Revoked);

Dover, Del.

That airspace S of the Kenton, Del., VORTAC, bounded on the N by V-16, on the E by V-239, on the SE by V-1 and on the W by V-29. The portion of this control area extension within R-2803 shall be used only after obtaining prior approval from appropriate authority.

Duluth, Minn.

Within a 30-nmi radius of the Duluth VORTAC.

Eau Claire, Wis.

Within a 15-mile radius of the Eau Claire VOR and within 5 miles either side of the Eau Claire VOR 004° radial extending from the VOR to 20 miles N.

Edenton, N. C.

That airspace bounded on the W by V-229, on the N by the Norfolk, Va., control area extension, on the NE by control 1181, on the SE by the NW shore of Pamlico Sound, and on the S by the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, excluding the portions within R-5301A, R-5301B, R-5302, R-5303, R-5304 and R-5305.

AMENDMENTS 11/14/63 28 F. R. 11451 (Changed);

Elkins, W. Va.

Within a 15-mile radius of the Elkins VORTAC, and within 5 miles either side of the Elkins RR S course extending from the Elkins Airport to 10 miles S.

Elko, Nev.

Within 5 miles either side of the 338° and 158° bearings from the Elko RBN extending from 25 miles S to 25 miles N of the RBN, including the airspace bounded on the NW by the Elko VORTAC 248° radial, on the NE by the Elko VORTAC 158° radial, on the SE by a line 10 miles SE of and parallel to the Elko VORTAC 248° radial, and on the SW by a line 20 miles SW of and parallel to the Elko VORTAC 158° radial

Elmira, N. Y.

Within a 15-mile radius of the Elmira VOR; including the airspace SE of Elmira bounded on the E by a line 8 miles E of and parallel to the Elmira VOR 166° radial, on the S by V-116 and on the W by V-31.

Enid, Okla.

That airspace bounded on the N by V-190, on the E by V-77, on the S by V-140, on the SW by V-17 and on the NW by V-12.

Eniwetok Island

That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°21'00" N, Long. 162°20'00" E).

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed);

Ephrata, Wash.

That airspace N of V-2 within a 25-mile radius of the Ephrata VOR.

Erie, Pa.

Within a 15-mile radius of the Erie VORTAC; including the airspace extending from the 15-mile radius area bounded on the W by V-37, on the N by the United States/Canadian border, on the NE by the arc of a 50-mile radius circle centered on the Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), on the E by Long. 78°57'00" W, and on the S by V-72 and V-184.

PENDING AMENDMENT

The Erie, Pa.. control area extension is revoked. 3/5/64 29 F. R. 132 (Revoked);

Eugene, Oreg.

Within 5 miles either side of the Eugene RR W course extending from the RR to V-27.

PENDING AMENDMENT

The Eugene, Oreg. control area extension is revoked. 2/6/64 28 F. R. 13358 (Revoked).

Evansville, Ind.

Within a 15-mile radius of the Evansville VORTAC; within 5 miles either side of the 038° and 218° bearings from the Evansville ILS OM extending from the 15-mile radius area to 25 miles NE of the OM; within 8 miles NE and 12 miles SW of the Evansville VORTAC 309° radial extending from the 15-mile radius area to 45 miles NW of the VORTAC; within 12 miles SE and 8 miles NW of the Evansville VORTAC 227° radial extending from the 15-mile radius area to 44 miles SW of the VORTAC, that airspace N of Evansville bounded on the N by Lat. 38°42'00" N, on the E by V-11, and on the W by V-7, and the airspace NE of Evansville bounded on the N by V-44, on the E by V-243, on the S by V-4 N, and on the W by V-11E.

AMENDMENTS (On. publ.) 3/7/63 28 F.R. 2231 (Changed);

Fargo, N. Dak.

Within a 15-mile radius of the Fargo VORTAC; including the airspace N and E of Fargo within a 33-mile radius of the Fargo VORTAC extending from a line 11 miles W of and parallel to the Fargo VORTAC 353° radial clockwise to the Fargo VORTAC 110° radial; that airspace SW of Fargo within a 30-mile radius of the Fargo VORTAC extending from V-181 clockwise to V-2 W of Fargo, and the airspace S of Fargo within 8 miles W and 12 miles E of the Fargo VORTAC 187° radial extending from 26 miles to 58 miles S of the VORTAC.

Findlay, Ohio

Within a 15-mile radius of the Findlay VOR.

Fort Myers, Fla.

That airspace bounded on the NE by V-35, on the E by V-225 and on the W by Control 1228, excluding the portion below 2,000 feet MSL outside the United States and excluding the portion above 20,000 feet MSL S of Control 1230.

12/12/62 27 F.R. 12211 (Changed):

Fort Rucker, Ala.

That airspace bounded on the W by V-115, on the N by V-70, on the E by V-241 and V-7 W alternate, and on the S by V-22, including that airspace within a 35-mile radius of Lat. 31°14'55" N, Long. 85°46'20" W, extending clockwise from V-241 to V-7, excluding the portion of this control area extension which coincides with R-2103.

Fort Smith, Ark.

Within a 25-mile radius of the Fort Smith VORTAC extending clockwise from the W boundary of V-13 S of Fort Smith to the N boundary of V-74 E of Fort Smith.

Fortuna, Calif.

Within a 30-mile radius of the Arcata, Calif., Airport (Lat. 40°58'45" N, Long. 124°06'25" W), extending clockwise from V-27, N of Fortuna, Calif., to V-195 SE of Fortuna; the airspace W of Fortuna bounded on the E by V-27, onthe S by Control 1415, on the W by Long. 124°30'00" W, and on the N by a line extending from Lat. 41°07'45" N, Long. 124°30'00" W, to Lat. 41°04'30" N, Long. 124°20'00" W; the airspace S of Fortuna within 10 miles NE and 7 miles SW of the Fortuna VOR 155° radial extending from the VOR to 20 miles SE; and the airspace within 11 miles N and 7 miles S of the Fortuna VOR 110° radial extending from 21 miles E to 9 miles W of the INT of the Fortuna VOR 110° and the Arcata ILS localizer SE course.

Fort Wayne, Ind.

That airspace S of Fort Wayne bounded on the E by V-55, on the SE by V-14, and on the NW by V-11 W alternate and V-96; the airspace W of Fort Wayne within a 40-mile radius of the Fort Wayne VORTAC bounded on the SE by V-11 W alternate and V-96 and on the NE by V-277.

Fort Worth, Tex.

That airspace bounded on the NE, E and SE by V-163 extending from the Oklahoma City, Okla., 25-mile radius area to the Ardmore, Okla., VOR, and V-15 from the Ardmore VOR to the Waco, Tex., VORTAC, on the S and SW by V-17 from the Waco VORTAC to its INT with V-94, thence via V-94 to the Abilene, Tex., 35-mile radius area, on the W and NW by V-77, and on the N by the Oklahoma City 25-mile radius area.

Fresno, Calif.

That airspace between Bakersfield-Fresno-Linden, Calif., bounded on the SW by V-23, on the N by a line 5 miles S of and parallel to the Linden VORTAC 077° radial, on the E, NE and SE by a line extending from the INT of a line 5 miles S of and parallel to the Linden VORTAC 077° radial and longitude 120° 00' 00" W. to Lat. 37° 50' 00" N., Long. 120° 00' 00" W., to Lat. 36° 00' 00" N., Long. 118° 48' 00" W., to the Bakersfield, Calif., VORTAC.
AMENDMENTS 1/9/64 28 F. R. 12342 (Changed);

Gage, Okla.

Within 5 miles either side of the Gage VORTAC 299° radial extending from the VORTAC to 20 miles NW.

Garden City, Kans.

Within a 25-mile radius of the New Garden City Municipal Airport (Lat. 37°56'09" N, Long. 100°43'44" W).

Goodland, Kans.

Within 5 miles either side of the Goodland VORTAC 022° radial extending from the VORTAC to 12 miles N, and within 10 miles S and 7 miles N of the Goodland VORTAC 281° and 101° radials extending from 20 miles W to 9 miles E of the VORTAC.

Goshen, Ind.

Within a 15-mile radius of the Goshen VOR, including the airspace NE of the Goshen VOR bounded on the W by V-277, on the N by V-10, on the NE by V-30, and on the S by V-92.

Grand Forks, N. Dak.

That airspace W of the Grand Forks VOR 355° and 175° radials within a 30-mile radius of the Grand Forks AFB (Lat. 47°57'35" N, Long. 97°24'10" W), including the airspace SE of Grand Forks within 10 miles E and 7 miles W of the Grand Forks VOR 158° and 338° radials extending from 8 miles NW to 20 miles SE of the VOR.

PENDING AMENDMENT

In Grand Forks, N. Dak., "The portion of this control area extension within R-5402 shall be used only after prior approval from appropriate authority." is added.
3/5/64 29 F. R. 3 (Changed);

Grand Island, Nebr.

Within 18 miles W and 7 miles E of the Grand Island VOR 180° and 360° radials extending from 9 miles S to 34 miles N of the VOR.

Great Falls, Mont.

Within a 45-mile radius of the Great Falls VOR; within 12 miles NW and 8 miles SE of the Great Falls VOR 074° radial extending from the 45-mile radius area to 61 miles NE of the VOR; within 12 miles S and 8 miles N of the Great Falls VOR 271° radial extending from the 45-mile radius area to 56 miles W of the VOR; that airspace extending from the 45-mile radius area bounded on the E by a line 6 miles W of and parallel to the Great Falls VOR 180° radial, on the S by V-2, and on the W by a line 8 miles NW of and parallel to the Great Falls VOR 222° radial, and that airspace extending from the 45-mile radius area bounded on the NE by a line 5 miles NE of and parallel to the Lewistown, Mont., VOR 308° radial and on the S by V-19.

Greenville, Miss.

Within 8 miles E and 5 miles W of the 006° and 186° bearings from the Greenville Municipal Airport (Lat. 33°23'10" N, Long. 91°00'00" W) extending from V-278 to 17 miles S of the Greenville Municipal Airport.

Greenville, S. C.

That airspace beginning at Lat. 35°49'30" N, Long. 79°30'00" W, thence SW to Lat. 34°49'30" N, Long. 80°10'00" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 35°10'30" N, Long. 80°56'00" N, to Lat. 34°27'15" N, Long. 80°52'30" W, thence W to Lat. 34°22'30" N, Long. 82° 20'00" W, thence clockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N, Long. 82°20'30" W to the S boundary of V-222, thence NE along the S boundary of V-222 and V-266 to the arc of a 35-mile radius circle centered at Lat. 36°06'00" N, Long. 80°01'30" W, thence clockwise along the arc of this circle to the point of beginning.

Greenwood, Miss.

That airspace within 6 miles either side of the Greenwood VOR 066° and 246° radials, extending from 20 miles SW to 20 miles NE of the VOR.

AMENDMENTS 9/15/63 28 F.R. 9938 (Rewritten);

Greenwood, S. C.

That airspace beginning at Lat. 34°10'40" N, Long. 82°04'05" W, thence NE to Lat. 34°19'00"N, Long. 81°38'00" W, thence NW to Lat. 34°24'45" N, Long. 81°42'00" W, thence W along the S boundary of the Greenville, S. C. (Greenville-Charlotte-Greensboro), control area extension to the E boundary of V-185, thence along the E boundary of V-185 to the point of beginning.

Guam Island

Within a 100-nmi radius of the Guam VOR (Lat. 13°27'11" N, Long. 144°43'51" E), excluding the portion which coincides with R-7201 and W-517.

Harrisburg, Pa.

Within a 15-mile radius of the Harrisburg VORTAC; including the airspace N of Harrisburg bounded on the N by V-276, on the E by V-31, and on the SW by V-33; the airspace NE of Harrisburg bounded on the N by V-30, on the E by the arc of a 125-mile radius circle centered on the Idlewild, N. Y., VORTAC, on the S and SE by V-162, and on the W by V-31; the airspace SE of Harrisburg bounded on the N by V-474, on the SE by V-251, and on the SW by V-31, and the airspace NW of Harrisburg bounded on the NW by V-106, on the NE by V-33, on the S by V-12, and on the W by V-501. The portion of this control area extension which coincides with R-5802 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 2/23/63 28 F.R. 485 (Changed);

Hopkinsville, Ky.

That airspace bounded on the E by V-7, on the S by a line from Lat. 36°29'40" N, Long. 86°50'20" W to Lat. 36°16'40" N, Long. 87°26'15" W, on the W by the arc of a 25-mile radius circle centered at Lat. 36°37'27" N, Long. 87°32'59" W, clockwise to Lat. 36°59'20" N, Long. 87°33'30" W, thence on the N via a direct line from that point to Lat. 37°00'20" N, Long. 87°04'30" W. The portions of this control area extension which coincide with R-3702 and R-3703 shall be used only after obtaining prior approval from the appropriate authority.

Houghton, Mich.

Within 5 miles either side of the 018° and 198° bearings from the Houghton RBN extending from 25 miles S to 25 miles N of the RBN.

Houston, Tex.
That airspace bounded by a line beginning at Lat. 30°22'00" N, Long. 94°03'00" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 30°00'34" N, Long. 94°02'18" W, to Lat. 29°38'35" N, Long. 94°00'00" W, thence S to Lat. 29°37'30" N, Long. 94°00'00" W, thence SW 3-nmi from and parallel to the shoreline to Lat. 28°23'20" N, Long. 96°17'30" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 28°44'45" N, Long. 96°17'00" W, to Lat. 28°55'00" N, Long. 96°38'45" W, thence NE to Lat. 29°58'30" N, Long. 95°58'30" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 29°37'05" N, Long. 95°15'00" W, to Lat. 30°20'25" N, Long. 95°17'00" W, thence E to the point of beginning.

Huntsville, Ala.
Within a 30-mile radius of the Huntsville VOR. The portion of this control area extension within R-2104 shall be used only after obtaining prior approval from the appropriate authority.

Huron, S. Dak.
Within a 20-mile radius of the Huron VOR extending clockwise from 283° to the 333° radials of the VOR and within a 15-mile radius of the Huron VOR extending clockwise from the 333° to the 283° radials of the VOR.

Hutchinson, Kans.
Within a 25-mile radius of Lat. 38°00'53" N, Long. 97°51'40" W.

Idaho Falls, Idaho
That airspace bounded on the N by V-298, on the E by a line 9 miles SE of and parallel to the Idaho Falls VOR 030° and 210° radials, on the S by Lat. 43°14'00" N, and on the W by V-257.

Indianapolis, Ind.
Within a 15-mile radius of the Indianapolis VORTAC; within 5 miles either side of the Weir Cook Municipal Airport, Indianapolis, Ind., ILS localizer SW course extending from the 15-mile radius area to 20 miles SW of the ILS OM, and including that airspace bounded by a line beginning at the INT of the N boundary of V-14 N alternate and the Indianapolis 15-mile radius area, extending W and SW along the N and NW boundary of V-14 N to the E boundary of V-7, thence N along the E boundary of V-7 to a 25-mile radius arc centered at the Purdue University Airport, Lafayette, Ind. (Lat. 40°24'45" N, Long. 86°55'57" W), thence counterclockwise along this 25-mile radius arc to Lat. 40°23'30" N, Long. 86°27'30" W; thence counterclockwise along a 25-mile radius arc centered on Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), to the NW boundary of V-11 W alternate, thence SW along the NW boundary of V-11 to the Indianapolis 15-mile radius control area extension.

Jacksonville, Fla.
Within 5 miles either side of the Jacksonville VORTAC 064° radial , extending from the VORTAC to 20 miles NE, and the airspace SW of Jacksonville, bounded on the N by V-22, on the E by V-267, on the S by Lat. 29°00'00" N, on the SW by V-159 and on the W by V-157. The portions of this control area extension within R-2903A, R-2903B, R-2903C, R-2903D, R-2906, R-2907 and R-2910 shall be used only after obtaining prior approval from appropriate authority.

Jamestown, N. Dak.
Within a 15-mile radius of the Jamestown VOR and the airspace within 5 miles either side of the Jamestown VOR 191° radial extending from the VOR to 25 miles S.

Kahului, Hawaii
That airspace N of Kahului within a 25-mile radius of the Kahului, Maui, VOR bounded on the S by V-6.

Keene, N. H.
Within 8 miles W and 5 miles E of the Keene VOR 188° radial extending from the VOR to 17 miles S; within 8 miles W and 5 miles E of the 186° bearing from the Keene RBN extending from the RBN to 17 miles S; within 11 miles NW and 7 miles SE of the Keene VOR 246° radial extending from the VOR to 27 miles SW, and within 10 miles W and 7 miles E of the Keene VOR 019° radial extending from the VOR to 20 miles N.

Kenai, Alaska
Within a 42-mile radius of the Kenai VOR, excluding that portion which coincides with the Anchorage, Alaska, control area extension.

Key West, Fla.
Within 5 miles each side of the Key West VOR 313° radial, extending from the VOR to W-174 and within 5 miles each side of the 269° bearing from the Key West RBN, extending from the RBN to W-174.

AMENDMENTS 9/2/63 28 F. R. 9589

Kingsville, Tex.

That airspace bounded by a line 5 miles N of and parallel to the Kingsville NAS, TACAN 244° radial extending from the W boundary of V-68 to Lat. 27°11'00" N, Long. 98°42'00" W, thence SE to Lat. 27° 03'00" N, Long. 98°37'55" W, thence SE to Lat. 26°56'25" N, Long. 98°12'30" W, thence NE to a line 5 miles SE of and parallel to the Kingsville NAS TACAN 219° radial to the W boundary of V-68, thence N along the W boundary of V-68 to the point of beginning.

Kinston, N. C.

Within 9 miles NW and 5 miles SE of the Kingston VOR 047° radial extending from the VOR to 18 miles NE, excluding the portion which coincides with R-5307.

Klamath Falls, Oreg.

Within a 40-mile radius of the Klamath Falls VORTAC.

Knoxville, Tenn.

Within a 40-mile radius of the Knoxville RBN beginning S of Knoxville on the centerline of V-97 extending counterclockwise to the centerline of V-16 E of Knoxville, thence E to and including the airspace within a 50-mile radius of the Knoxville VOR beginning E of Knoxville on the centerline of V-16 and extending counterclockwise to Lat. 36°06'30" N, Long. 84°45'00" W, thence bounded on the NW by a line extending from Lat. 36°06'30" N, Long. 84°45'00" W, to Lat. 36°00'00" N, Long. 84°56'45" W, on the W by V-51, on the S by V-54, and on the E by the centerline of V-97, thence to point of beginning; and the airspace NE of Knoxville extending from the 50-mile radius area bounded on the SE by V-16 N, on the NE by V-53, and on the NW by V-115.

Kodiak, Alaska

Within 15 miles NW and 23 miles SE of the 045° and 225° bearings from the Kodiak RR extending from 25 miles NE to 40 miles SW of the RR, and within 5 miles either side of the Kodiak RR S course extending from the RR to 20 miles S.

Kotzebue, Alaska

Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Kwajalein Island

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Kwajalein RBN (Lat. 08°45'00" N, Long. 167° 45'00" E), extending clockwise from the 270° to the 180° bearings from the RBN, and within a 25-nmi radius of the Kwajalein RBN, extending clockwise from the 180° to the 270° bearings from the RBN.

La Crosse, Wis.

Within a 25-mile radius of the La Crosse Airport (Lat. 43°52'38" N, Long. 91°05'21" W), extending clockwise from G-2 to V-82, and within a 15-mile radius of the La Crosse VOR.

Lafayette, Ind.

Within a 25-mile radius of the Purdue University Airport, Lafayette, Ind., (Lat. 40°24'45" N, Long. 86° 55'57" W)

Lafayette, La.

That airspace bounded on the NE by V-114, on the S by V-20, on the SW by V-20 N and on the NW by V-222.

Lake Charles, La.

Within a 40-mile radius of the Lake Charles VOR, including the airpsace NW of Lake Charles bounded by a line beginning on the 40-mile radius arc at Lat. 30°24'00" N, Long. 93°42'00" W, extending to Lat. 31°08'00" N, Long. 94°02'00" W, thence to Lat. 31°23'00" N, Long. 93°28'00" W, thence to the 40-mile radius arc at Lat. 30°43'00" N, Long. 93°04'00" W.

Lansing, Mich.

Within a 15-mile radius of the Lansing VOR, including the airspace W, N, and E of Lansing bounded on the E by Long. 84°18'00" W, on the SW by V-2, on the W by V-193, and on the N by Lat. 43°30'00" N, excluding the portion that coincides with the Saginaw, Mich., control area extension.

Laredo, Tex.

That airspace over United States territory within a 35-mile radius of the Laredo AFB, RBN.

Las Vegas, Nev. (A)

That airspace bounded on the N by Lat. 36°16'00" N, on the W by a line extending from Lat. 36°16'00° N, Long. 116°20'00" W to Lat. 36°04'00" N, Long. 116°20'00" W, thence SE to Lat. 35°45'00" N, Long. 116°00'00" W, thence SW to Lat. 35°19'35" N, Long. 116°15'00" W, on the SW by V-8 N and on the E by

Las Vegas, Nev. (B)

That airspace NW of Las Vegas bounded by a line from Lat. 36°41'00" N, Long. 115°33'00" W, to Lat. 36°17'05" N, Long. 115°01'40" W, to Lat. 36°08'00" N, Long. 115°13'25" W, to Lat. 36°04'50" N, Long. 115°17'20" W, to Lat. 36°28'30" N, Long. 115°47'50" W clockwise along the arc of a 10-mile radius circle centered at Lat. 36°34'47" N, Long. 115°40'36" W, to the point of beginning. The portion of this control area extension which coincides with R-4806 shall be used only after obtaining prior approval from appropriate authority.

Lebanon, N. H.

Within 8 miles SE and 5 miles NW of the Lebanon VOR 050° radial extending from the VOR to 17 miles NE; and within 10 miles either side of the Lebanon VOR 135° and 316° radials extending from 20 miles SE to 20 miles NW of the VOR, excluding the portion which coincides with the Rutland, Vt., control area extension.

Lexington, Ky.

Within a 40-mile radius of the Lexington VORTAC: excluding the portion N of a line 12 miles N of and and parallel to the Lexington VORTAC 060° radial and E of V-97 E; that airspace E of Lexington extending from the 40-mile radius area bounded on the N by V-4, on the SE by V-119, and on the S by a line 8 miles S of and parallel to the Lexington VORTAC 081° radial; that airspace SE of Lexington within 12 miles NE and 8 miles SW of the Lexington VORTAC 129° radial extending from the 40-mile radius area to 52 miles SE of the VORTAC, and that airspace NE of Lexington extending from the 40-mile radius area bounded on the NW by a line 12 miles N of and parallel to the Lexington VORTAC 060° radial, on the NE by V-478, and on the S by V-493.

Limestone, Maine

Within a 40-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W), excluding the portion outside of the United States; the airspace S of Presque Isle, Maine, bounded on the N by the Loring AFB 40-mile radius area, on the E by the United States/Canadian border, on the SE by V-471 N of the Millinocket, Maine, VOR and V-39 S of the Millinocket VOR, and on the W by a line extending from the INT of the N boundary of V-39 and Long. 69°04'00" W, to Lat. 45°53'00" N, Long. 69° 04'00" W, to Lat. 45°53'00" N, Long. 68°30'00" W, thence via Long. 68°30'00" W to the 40-mile radius area.

Little Rock, Ark.

Within a 50-mile radius of the Little Rock RBN; that airspace SW of Little Rock extending from the 50-mile radius area bounded on the NW by V-54 and on the SE by V-16; that airspace S of Pine Bluff, Ark., within 10 miles E and 7 miles W of the 177° bearing from the Pine Bluff RBN extending from the 50-mile radius area to 20 miles S of the RBN; that airspace W of Hot Springs, Ark., within 7 miles NW and 10 miles SE of the Hot Springs VOR 076° and 256° radials extending from the 50-mile radius area to 20 miles SW of the VOR, and that airspace N of Little Rock within 11 miles W and 7 miles E of the Little Rock AFB TACAN 341° radial extending from the 50-mile radius area to 44 miles NW of the TACAN. The portion of this control area extension which coincides with R-2403 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS (Eff. on pub.) 9/24/63 28 F. R. 10355 (Changed);

Lometa, Tex.

Within 6 miles N and 10 miles S of the Lometa VORTAC 276° radial extending from the VORTAC to 60 miles W.

Lompoc, Calif.

Within a 35-mile radius of Vandenberg AFB (Lat. 34°43'45" N, Long. 120°34'15" W), excluding that portion within R-2516, R-2517 and that portion outside the United States.

Los Angeles, Calif.

That airspace bounded by lines beginning at Lat. 34°01'00" N, Long. 119°04'45" W, thence SE and E along the W and S boundaries of V-25 to the United States coastline, thence along the United States coastline, to Lat. 33°10'00" N, thence to Lat. 33°10'00" N, Long. 117°45'00" W, thence to Lat. 33° 12'30" N, Long. 117°47'00" W, thence to Lat. 33°18'00" N, Long. 118°28'00" W, thence to Lat. 33°24' 35" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°40'00" W, thence to Lat. 33°27'20" N, Long. 118°41'25" W, thence to Lat. 33°28'30" N, Long. 118°43'30" W, thence to Lat. 33°28'30" N, Long. 119°07'00" W, thence to Lat. 33°52'03" N, Long. 119° 06'59" W, thence to the point of beginning.

Louisville, Ky.
Within a 35-mile radius of Standiford Field, Louisville, Ky. (Lat. 38°10'33" N, Long. 85°44'12" W); that airspace extending from the 35-mile radius area bounded on the N by Lat. 38°49'00" N, on the E by Long. 85°19'00" W, on the S by Lat. 38°22'00" N, on the W by Long. 86°42'00" W, and on the NW by a line extending from Lat. 38°38'00" N, Long. 86°42'00" W, to Lat. 38°49'00" N, Long. 86°00'00" W; that airspace extending from the 35-mile radius area bounded on the N by V-44, on the E by V-97 W, on the SE by V-502, and on the NW by V-5; that airspace extending from the 35-mile radius area bounded on the E by the arc of a 40-mile radius circle centered on the Lexington, Ky., VORTAC, and on the SE by V-178, and that airspace extending from the 35-mile radius area bounded on the E by a line 10 miles E of and parallel to the New Hope, Ky., VOR 163° and 343° radials, on the S by a line 20 miles S of and parallel to the New Hope VOR 070° radial, and on the W by V-51.

Lubbock, Tex.
Within a 25-mile radius of the Lubbock RR in the SW, NW and NE quadrants of the RR and within a 40-mile radius of the RR in the SE quadrant of the RR; within 12 miles N and 8 miles S of the Lubbock VORTAC 277° radial extending from the Lubbock VORTAC to 48 miles W; within 12 miles NW and 8 miles SE of the Lubbock VORTAC 261° radial extending from the Lubbock VORTAC to 52 miles SW and within 12 miles E and and 12 miles W of the Lubbock VORTAC 008° radial extending from the Lubbock VORTAC to 51 miles N.

Lynchburg, Va.
Within a 20-mile radius of the Lynchburg VORTAC; that airspace NE of Lynchburg extending from the 20-mile radius area bounded on the NW by V-16, on the NE by V-155, on the SE by V-20 N alternate. and on the S by Lat. 37°10'00" N, and that airspace NW of Lynchburg extending from the 20-mile radius area bounded on the S by V-260 and on the NW by V-16.

Mansfield. Ohio
Within a 15-mile radius of the Mansfield VORTAC; within 5 miles either side of the Mansfield VORTAC 130° radial, extending from the VORTAC to 25 miles SE and including that airspace S and W of the Mansfield VORTAC bounded on the E by V 133, on the S by V-210, on the W by V-47 and on the N by V-8.

Marianna, Fla.
Within 5 miles either side of the Marianna VOR 130° radial extending from the VOR to 20 miles SE.

Marquette, Mich.
Within a 40-mile radius of K. I. Sawyer AFB, Marquette, Mich., (Lat. 46°20'54" N, Long. 87°24'05" W), excluding the airspace within the 40-mile radius bounded on the W by Long. 87°20'30" W, and on the N by Lat. 46°03'00" N.

PENDING AMENDMENT
In Marquette, Mich., "The portion of this control area extension within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.
2/5/64 29 F. R. 4 (Changed);

Marysville, Calif.
That airspace N of Marysville bounded on the S by V-200, on the W by V-23, on the N by the Red Bluff, Calif., control area extension and on the E by a line extending from Lat. 39°15'00" N, Long. 121°30'00" W, to Lat. 39°50'00" N, Long. 121°43'00" through Lat. 40°05'20" N, Long. 121°53'00" W.

PENDING AMENDMENT
In the Marysville, Calif., control area extension ", on the N by the Red Bluff, Calif., control area extension" is deleted, and ", on the N by the Red Bluff, Calif., transition area" is substituted therefor.
2/6/64 29 F. R. 282 (Changed);

Mason City, Iowa
Within a 15-mile radius of the Mason City VORTAC, including the airspace S of Mason City within 10 miles E and 7 miles W of the Mason City VORTAC 182° radial extending from the Mason City 15-mile radius area to 26 miles S of the VORTAC.

McComb, Miss.
Within 5 miles either side of the McComb VOR 074° radial extending from the VOR to 15 miles E.

Medford, Oreg.
Within 5 miles either side of the Medford RR W course, extending from the RR to 20 miles W; within 5 miles either side of the Medford VORTAC 270° radial extending from the VORTAC to V-27, and within 10 miles E and 8 miles W of the Medford VORTAC 335° and 155° radials extending from 14 miles S to 20 miles N of the VORTAC.

Memphis, Tenn.

That airspace within the arc of a 50-mile radius circle centered at the Memphis RBN extending clockwise from the 066° to the 002° bearing from the Memphis RBN; within the arc of a 45-mile radius circle centered at Lat. 35°21'44" N, Long. 89°47'36" W, bounded on the W and NW by V-11 and on the SE by V-16; the airspace N of Memphis bounded on the N by V-140, on the SE by V-11, and on the W by the Blytheville, Ark., VOR 186° and 006° radials; the airspace SE of Memphis extending from the 50-mile radius area bounded on the E by Long. 89°22'00" W, on the S by Lat. 34°08'00" N, and on the W by V-9 E alternate; the airspace SW of Memphis extending from the 50-mile radius area bounded on the SE by V-16, on the W by V-69, and on the N by V-54, and the airspace NW of Memphis bounded on the E by V-9, on the S by V-54 N alternate, on the W by V-69 and on the N by V-140.

Merced, Calif.

That airspace bounded on the E by V-23, on the S by V-230, on the W by V-113 and on the N by the Stockton, Calif., control area extension.

Meridian, Miss.

Within 5 miles either side of the Meridan ILS localizer S course extending from the localizer to 30 miles S and within 5 miles either side of the Meridian VORTAC 314° radial extending from the VORTAC to 20 miles NW.

Miami, Fla.

That airspace bounded on the W and NW by V-225, on the E by V-3, on the S by V-51 and on the SW by a line from N boundary of V-51 at Long. 80°48'30" W, to the E boundary of V-225 at Lat. 26°05'45" N.

AMENDMENTS 12/12/62 27 F. R. 12211 (Changed);

Middleton Island, Alaska

Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

Midway Island

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of NAS Midway (Lat. 28°12'00" N, Long. 177°22'00" W).

Milton, Fla.

That airspace bounded by a line extending from Lat. 30°44'20" N, Long. 87°37'00" W, thence N to Lat. 30°58'45" N, Long. 87°36'00" W, thence NE along the arc of a 34.5 mile radius circle centered on the Whiting, Fla., RR to Lat. 31°15'40" N, Long. 87°10'30" W, thence SE to Lat. 30°54'00" N, Long. 86°56'30" W, thence E to Lat. 30°54'00" N, Long. 86°52'30" W, thence to Lat. 30°46'00" N, Long. 86°52'30" W, thence SW to Lat. 30°39'00" N, Long. 87°03'25" W, thence W to point of beginning.

Milwaukee, Wis.

Within a 20-mile radius of General Mitchell Field, Milwaukee (Lat. 42°56'51" N, Long. 87°53'58" W), the airspace bounded on the E by Long. 87°00'00" W, on the S by V-84 E of Northbrook, Ill., VORTAC and V-100 W of Northbrook VORTAC, on the W by V-9, and on the N by a line 7 miles N of and parallel to the Milwaukee VORTAC 087° radial; within 11 miles W and 7 miles E of the Milwaukee ILS localizer N course extending from the Milwaukee 20-mile radius area to 40 miles N of the localizer, and within 12 miles W and 5 miles E of the Milwaukee VORTAC 198° radial extending from 22 miles N to 10 miles S of the INT of the Janesville, Wis., VOR 111° and the Milwaukee VORTAC 198° radials.
The portion of this control area extension within R-6903 shall be used only after obtaining prior approval from appropriate authority.

Minchumina, Alaska

Within 6 miles SW and 8 miles NE of the 332° bearing from the Minchumina RR extending from the RR to 7 miles NW, including the airspace SE of R-39 within a 25-mile radius of the Minchumina RR.

Minneapolis, Minn.

Within a 30-mile radius of the Minneapolis-St. Paul International Airport (Lat. 44°53'05" N, longitude 93°13'15" W.) within a 15-mile radius of the Minneapolis VORTAC; the airspace N of Minneapolis bounded on the NW by V-13 W alternate, on the E by V-13, and on the SW by V-2; the airspace NE and E of Minneapolis within 12 miles N and 8 miles S of the Minneapolis VORTAC 100° radial extending from the Minneapolis 30-mile radius area to 55 miles E of the VORTAC, and the airspace W of Minneapolis within 11 miles NE and 7 miles SW of the Farmington, Minn., VOR 297° radial extending from the Minneapolis 30-mile radius area to 45 miles NW of the VOR.

AMENDMENTS 1/10/63 27 F.R. 11499 (Changed);

Minot, N. Dak.

Within a 35-mile radius of Minot AFB (Lat. 48°25'18" N, Long. 101°22'08" W); within a 35-mile radius of the Minot VOR extending clockwise from the 091° radial to the 147° radial of the VOR, including the airspace S of Minot within 8 miles W and 6 miles E of the Bismarck, N. Dak., VOR 333° radial extending from 58 miles NW of the Bismarck VOR to the Minot 35-mile radius area. The portion of this control area extension which coincides with R-5403 shall be used only after obtaining prior approval from the appropriate authority.

Miramar, Calif.

That airspace E of Miramar bounded on the N by V-208, on the E by Long. 116°05'00" N, on the S by the United States-Mexican Border and on the W by the Oceanside, Calif., VORTAC 160° radial.

Mobile, Ala.

Within a 25-mile radius of Brookley AFB, Mobile, excluding the portion E of a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, thence NW to Lat. 30°31'00" N, Long. 87°55'00" W, thence along the E shore of Mobile Bay to Lat. 30°41'30" N, Long. 87°59'30" W, NE to Lat. 30°50'00" N, Long. 87°48'00" W, thence NE to Lat. 30°52'30" N, Long. 87°45'45" W; including the airspace S of Mobile bounded on the W by Long. 88°30'00" W, on the NW by V-22, on the N by the Mobile 25-mile radius area, on the E by a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, to Lat. 30°15'00" N, Long. 87°41'00"W, and on the S by R-2908 and a line extending from Lat. 30°13'30" N, Long. 88°01'30" W, to Lat. 30°09'00" N, Long. 88°30'00" W.

Moline, Ill.

Within a 15-mile radius of the Cordova, ILL., VOR: that airspace bounded on the E by Long. 90°00'00"W on the S by V-10 N alternate, on the SW by V-63 and a line 12 miles SW of and parallel to V-38, on the W by Long. 91°31'00" W, and on the NW by V-8; within 5 miles either side of a direct line extending from the Polo, Ill., VORTAC to the INT of the Quad City, Ill., ILS localizer E course and the 318° radial of the Bradford, Ill., VOR.

Monroe, La.

Within 5 miles either side of the Monroe VORTAC 041° and 221° radials extending from 20 miles NE to 20 miles SW of the VORTAC.

Montague, Calif.

Within 5 miles either side of 179° bearing from the Montague-RBN extending from the RBN to 10 miles S.

Monterey, Calif.

That airspace E and SE of Monterey bounded on the N by V-230, on the E by a line extending from the INT of the S edge of V-230 and the W edge of V-111 to latitude 36°11'00" N., longitude 121°26'00" W., to latitude 35°50'30" N., longitude 121°15'15" W., thence through latitude 35°40'00" N., longitude 121°11'30" W., to V-27, and on the SW and W by V-27 and W of Monterey bounded on the E by V-27, on the north by Control 1173, and on the W and S by a line extending from Control 1173 through latitude 37°00'00" N., longitude 122°36'30" W., to latitude 36°33'00" N., longitude 122°17'00" W., thence through latitude 36°30'00" N., longitude 122°04'00" W. to V-27; and S of Monterey bounded on the E by V-27, and on the NW, W and S by a line extending from V-27 along longitude 121°57'30" W., to latitude 36°18'00" N., thence to latitude 35°58'00" N., longitude 121°50'15" W., to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 35°29'00" N., longitude 121°21'00" W., thence along latitude 35°29'00" N., to V-27. The airspace within R-2511, R-2513 and R-2529 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 11/14/63 28 F. R. 10332 (Rewritten); 12/12/63 28 F. R. 11615 (Changed);

Montgomery, Ala.

That airspace bounded on the N by Lat. 32°52'00" N, on the E by Long. 86°00'00" W, on the S by Lat. 31°45'00" N and on the W by Long. 87°30'00" W.

Moses Lake, Wash.

That airspace S of V-2, within a 30-mile radius of Larson AFB, Wash., and within 10 miles either side of a line extending from Lat. 47°06'56" N, Long. 119°16'32" W to the Walla Walla, Wash., RB, excluding the portion within R-6715.

Mountain Home, Idaho

Within 5 miles either side of the Mountain Home VOR 178° and 208° radials extending from the VOR to 61 miles S and SW, and that airspace S, SE and W of Mountain Home bounded by a line beginning at the INT of the SW boundary of V-253 and a line 5 miles S of and parallel to the Twin Falls, Idaho, VOR 269° radial, thence W along this line to its INT with a line 5 miles NW of and parallel to the Mountain Home VOR 208° radial, thence NE along this line to its INT with the arc of a 35-mile radius circle centered on Mountain Home AFB (Lat. 43° 02' 30" N, Long. 115° 51' 50" W), thence clockwise along this arc to its INT with the SW boundary of V-253, thence SE along this boundary of the point of beginning.

AMENDMENTS Eff. on publ. (4/16/63) 28 F.R 3691 (Changed);

Muncie, Ind.

That airspace bounded on the NW by V-14, on the E by V-55 and on the S by V-210.

Muscle Shoals, Ala.

Within 8 miles E and 12 miles W of the Muscle Shoals VOR 002° radial extending from 7 miles N to 39 miles N of the VOR, and within 5 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the VOR to 20 miles SE and NW.

Myrtle Beach, S. C.

Within a 25-mile radius of the Myrtle Beach, AFB (Lat. 33° 40' 45" N, Long. 78° 55' 45" W) bounded on the SE by W-177; including the airspace W and N of Myrtle Beach extending from the 25-mile radius area bounded on the N by a line 5 miles N of and parallel to the Florence, S. C., VOR 096° radial, on the SE by V-1, and on the W by V-437, and that airspace lying within the United States NE of Myrtle Beach within 5 miles NW and 12 miles SE of the Myrtle Beach VOR 053° radial extending from the 25-mile radius area to 40 miles NE of the VOR.

Nashville, Tenn.

Within a 50-mile radius of the Nashville RBN, and within 5 miles either side of the Nashville ILS localizer S course extending from the 50-mile radius area to V-7 E, excluding the portion W of a direct line extending from the Graham, Tenn., VOR to the Bowling Green, Ky., VORTAC.

Newberg, Oreg.

Within 5 miles either side of the Newberg, VORTAC 070° radial extending from the VORTAC to its INT, with the Portland, Oreg., VORTAC 096° radial.

Newburgh, N. Y.

That airspace north of Stewart AFB bounded on the N by V-270, on the E by a line from V-270 at Lat. 42°10'00" N, Long. 73°55'00" W, to point of INT with the New York, N. Y., control area extension at Lat. 41°47'10" N, Long. 73°55'00" W, and on the S and W by the New York control area extension.

New Iberia, La.

Within a 35-mile radius of the New Iberia NAAS, (lat. 30°02'15" N., Long. 91°53'02" W), S of a line 5 miles S of and parallel to the Lafayette, La., VOR 115° and 255° radials.

AMENDMENTS 12/12/63 28 F. R. 11260 (Changed);

New Orleans, La.

That airspace NE of New Orleans bounded by a line beginning at the New Orleans VORTAC 357° radial at Lat. 31°00'00" N, thence E along Lat. 31°00'00" N, to Long. 89°00'00" W, thence N along Long. 89°00'00" W, to Lat. 31°15'00" N, thence E along Lat. 31°15'00" N, to Long. 88°00'00" W, thence S along Long. 88°00'00" W, to the arc of a 25-mile radius circle centered on the Brookly AFB (Lat. 30°37'40" N, Long. 88°04'15" W), Mobile, Ala., thence counterclockwise via the Brookly 25-mile radius circle to the N boundary of V-20, thence along V-20 to the arc of a 25-mile radius circle centered on the Keesler AFB RBN (Lat. 30°27'07" N, Long. 88°53' 26" W), Biloxi, Miss., thence counterclockwise via the Keesler 25-mile radius circle to a line 12 miles S of and parallel to the New Orleans VORTAC 070° radial, thence W along this line to the New Orleans VORTAC 117° radial, thence N via the New Orleans VORTAC 177° and 357° radials to the point of beginning; including the airspace within the United States SW, S and SE of New Orleans bounded by a line beginning at a point on the S boundary of V-20 at longitude 91°05'00" W, thence E along V-20 to the S boundary of V-22, thence E along V-22 to 3-nmi E of the shoreline at longitude 89°07'00 W, thence clockwise along a line 3-nmi offshore to longitude 90°15'00" W, thence N to latitude 29°15'00" N, longitude 90°15'00" W, thence W to latitude 29°15'00" N, longitude 91°05'00" W, thence N to the point of beginning; including the airspace NW of New Orleans within a 35-mile radius of the New Orleans VORTAC extending clockwise from the N boundary of V-20 to theW boundary of V-9, excluding the airspace between V-20 and V-20 N, bounded on the SW by the N shoreline of Lake Pontchartrain and on the E by longitude 89°18'30" W.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed);

Newport, Vt.

That airspace over the United States within 5 miles either side of the 032° bearing from the Newport, Vt. RBN extending from the RBN to 10 miles NE.

New York, N. Y.

That airspace within a 163-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 190° radial to the VORTAC 220° radial, thence within a 125-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 220° radial to the VORTAC 328° radial, thence within an 80-mile radius of the Idlewild VORTAC extending clockwise from the VORTAC 328° radial to the VORTAC 190° radial. The portions of this control area extension which lie within R-5001, R-5002, R-5003, R-5205, and R-5206 shall be used only after obtaining prior approval from appropriate authority. The portion of this control area extension within R-2801 is excluded. The portions of this control area within control 1147, control 1148 and the Dover control area extension are excluded; the portions within W-105 and W-108 are excluded; the portions within W-106 and W-107 E of V-139 are excluded; the portion within W-106 W of the E boundary of V-139 is excluded below 3,000 feet MSL; the portion within W-107 W of the E boundary of V-139 is excluded below 2,000 feet MSL; the portions bounded on the NE by W-106 and on the SW by W-107 lying seaward of a line between points at Lat. 40°07'20" N, Long. 73°15'00" W, and Lat. 40°00'00" N, Long. 73°36'30" W, and the portions bounded on the NE by W-107 and on the southwest by W-108 lying seaward of a line between Lat. 39°09'00" N, Long. 74°37'00" W, and Lat. 38° 45'00" N, Long. 74°31'00" W are excluded.

Nome, Alaska

Within a 30-mile radius of the Nome RR.

Norfolk, Va.

Within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, including the airspace extending from the 55-mile radius area bounded on the S by V-266, and on the NW by a line 8 miles W of and parallel to the Hopewell, Va., VORTAC 199° radial, but excluding the portion below 2,000 feet MSL which lies beyond the shoreline, and the portions which coincide with R-4006, R-5309, R-6606, R-6609 and W-386. The portion which coincides with R-6610 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS (Eff. on publ.) 7/18/63 28 F. R. 7341 (Changed);

North Bend, Oreg.

Within 5 miles either side of the North Bend VOR 090° and 270° radials extending from 20 miles E to 20 miles W of the VOR.

North Platte, Nebr.

That airspace within a 25-mile radius of the North Platte VORTAC bounded on the S by V-6; including the airspace NE of North Platte within 11 miles NW and 7 miles SE of the North Platte VORTAC 046° radial extending from the 25-mile radius area to 42 miles NE of the VORTAC; that airspace S and SW of North Platte bounded on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S and SW by V-8, on the NW by V-80, and on the N by V-6, and that airspace S of North Platte bounded on the N by V-8, on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S by Lat. 40°20'00" N, and on the W by Long. 101°05'00" W.

Ogden, Utah

That airspace NE of Ogden bounded on the N by V-288, on the S by V-6, and on the W by V-257.

Oklahoma City, Okla.

Within a 25-mile radius of Lat. 35°24'08" N, Long. 97°38'36" W; that airspace N of Oklahoma City bounded on the SW by V-17, on the N by V-140, and on the E by V-77; that airspace NE of Oklahoma City bounded on the W by V-77, on the NE by V-74 S alternate and on the S by V-14 N alternate.

Olathe, Kans.

That airspace bounded on the N by a line beginning at the INT of the Emporia, Kans., VORTAC 346° and the St. Joseph, Mo., VORTAC 258° radials; thence easterly along the St. Joseph VORTAC 258° radial to V-205, thence southeasterly along V-205 to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to longitude 95°15'00" W., thence southerly to latitude 37°39'45" N., longitude 95°21'00" W., thence westerly along V-132 to a line 10 miles SE of and parallel to the Emporia VORTAC 209° and 029° radials, thence northeasterly along this line to a line 10 miles N. of and parallel to the Emporia VORTAC 079° and 259° radials, thence along this line to the Emporia VORTAC 346° radial, thence northwesterly along this radial to the point of beginning.

AMENDMENTS 12/12/62 27 F.R. 12438 (Rewritten);

Omaha, Nebr.

Within a 25-mile radius of the Omaha RBN; that airspace NE of Omaha bounded on the N by V-172, on the E by Long. 95°00'00" W, on the S by V-6, and on the W by the Omaha 25-mile radius area; that airspace S and SW of Omaha bounded on the E by V-15, on the S by Lat. 40°00'00" N, on the W by Long. 98°00'00" W, and on the N by V-6; and that airspace W of Omaha bounded on the S by V-6, on the W by Long. 97°00'00" W, on the N by V-172 and on the E by the Omaha 25-mile radius area.

AMENDMENTS 4/4/63 28 F.R. 2852 (Changed);

Orlando, Fla.

That airspace NW of Orlando, bounded on the NW by V-97 E alternate, on the E by V-35 W and on the SW by V-97, excluding the portion below 2,000 feet MSL outside the United States; that airspace bounded on the N by latitude 29°00'00" N., on the E by V-267 N of the Orlando, Fla., VOR and V-159 E alternate S of the Orlando VOR, on the S by latitude 27°45'00" N., and on the W by the arc of a 50-mile radius circle centered at latitude 27°53'18"N., longitude 82°29'29" W., and V-97; and that airspace W of Vero Beach, Fla., bounded on the N by latitude 27°45'00" N., on the NE by V-295, on the SE by V-225, and on the W by V-267. The portion within R-2910 and R-2901A shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12210 (Rewritten); 6/27/63 28 F. R. 4753 (Changed);

Oscoda, Mich.

Within a 30-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB TACAN 234° radial extending from the TACAN to 46 miles SW; and the airspace centered on the 266° radial of the Wurtsmith VOR extending from 5 miles W of the AFB to 32 miles W of the AFB and having a width of 1 mile on the N side and 2.3 miles on the S side of the 266° radial at a point 5 miles W of the AFB and expanding to a width to 4.6 miles at 32 miles W of the AFB. Excluding the portions of this control area extension within R-4207. The portions of this control area extension within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Owensboro, Ky.

That airspace bounded on the N by V-4, on the SW by V-7 and on the SE by a line extending through points at Lat. 38°04'20" N, Long. 86°41'20" W, and Lat. 37°22'00" N, Long. 87°09'40" W.

Oxnard, Calif.

That airspace bounded on the N by V-27, on the E by Long. 119°12'30" N, on the S by W-289, and on the W by Long. 120°00'00" W. The portion of this control area extension that coincides with the W-412 is excluded.

Paducah, Ky.

Within 10 miles SE and 7 miles NW of the 040° and 220° bearings from Barkley Field, Paducah, Ky., (Lat. 37°03'40" N, Long. 88°46'20" W), extending from the 9 miles NE to 20 miles SW of the airport.

Pensacola, Fla.

Within a 25-mile radius of NAAS Saufley Field, Pensacola, Fla.; the airspace SW of Pensacola within the arc of a 38-mile radius circle centered at NAAS Saufley bounded on the W by a line extending through Lat. 30°06'00" N, Long. 87°49'00" W, and Lat. 30°15'00" N, Long. 87°41'00" W, on the E by a line extending through Lat. 29°55'00" N, Long. 87°20'00" W, and Lat. 30°19'00" N, Long. 87°13'00" W and on the NE by the 25-mile radius area; and within 8 miles E and 5 miles W of the 345° and 165° bearings from the Pensacola RBN extending from 25 miles N to 12 miles S of the RBN, excluding the portion of this control area extension within R-2909 and W-155.

AMENDMENTS 12/12/62 27 F.R. 12211 (Rewritten)

Peoria, Ill.

Within a 25-mile radius of the Greater Peoria Airport (Lat. 40°39'45" N, Long. 89°41'35" W).

Peotone, Ill.

That airspace SE of Peotone, bounded on the E by V-7, on the SW by V-491, on the W by V-53, and on the N by V-38.

Peru, Ind.

Within a 25-mile radius of the Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), excluding the portion which coincides with the Lafayette, Ind., and the Fort Wayne, Ind., control area extensions; including the airspace NW of Peru bounded on the S by the Lafayette control area extension, on the W by V-7, on the N by V-38 and on the E by the Fort Wayne control area extension.

Philipsburg, Pa.

Within a 15-mile radius of the Philipsburg VORTAC; the airspace E of Philipsburg bounded on the NW by V-58, on the NE by V-170 and on the S by V-30, and the airspace SE of Philipsburg bounded on the N by V-30, on the SE by V-106 and on the SW by-33.

Phoenix, Ariz.

That airspace NE of Phoenix, bounded on the NE by an arc of a 50-mile radius circle centered on the Phoenix VORTAC extending clockwise from V-95 W. to a point 8 miles S of the Phoenix VORTAC 066° radial, on the SE and E by a line 8 miles S of and parallel to the Phoenix VORTAC 066° radial extending from the 50-mile radius arc to Long. 111°27'00" W, thence via Long. 111°27'00" W to the Williams, Ariz., control area extension, on the S by the N boundary of the Williams control area extension, and on the W by V-16 and V-95 W.; the airspace SW of Phoenix bounded on the N and E by V-16, on the S by V-94, and on the W by V-461; and the airspace NW of Phoenix bounded on the N by Lat. 34°00'00" N., on the E by V-95 W., on the S by V-16 and on the W bv Long. 112° 50'00" W.

AMENDMENTS 1/10/63 27 F.R. 12167 (Changed);

Pierre, S. Dak.

Within a 25-mile radius of the Pierre Airport.

Pittsburgh, Pa.

Within a 75-mile radius of the Pittsburgh VORTAC, excluding the portion which coincides with the Youngstown, Ohio, control area extension; that airspace NE of Carrolltown, Pa., bounded on the NW by a line 14 miles N of and parallel to the Carrolltown VOR 059° radial, on the NE by V-6, on the SE by V-58, and on the W by the 75-mile radius area; that airspace NE of Grantsville, Md., bounded on the N by V-474, on the SE by V-162, on the SW by V-8, and on the W by the 75-mile radius area; and that airspace E of Grantsville bounded on the NE by V-8, on the S by V-44, on the SW by V-92, and on the NW by V-162.

Plattsburgh, N. Y.

That airspace E of Plattsburgh bounded on the E by V-447 and a line 5 miles W of and parallel to the 032° bearing from the Newport, Vt., RBN, on the S by V-151, on the W by V-91, on the N by the United States/Canadian Border; the airspace S of Plattsburgh bounded on the NE and E by V-91, on the S by Lat. 40°00'00" N, and on the W by V-489, and the airspace W and SW of Plattsburgh bounded on the E and NE by V-91 and V-489, on the S by Lat. 44°00'00" N, on the W and NW by V-203 and V-282, and on the N by the United States/Canadian Border. Excluding the portion of this control area extension which coincides with R-6501.

AMENDMENTS 12/12/63 28 F. R. 10513 (Changed)p

Ponca City, Okla.

Within a 15-mile radius of the Ponca City Airport (Lat. 36°43'41" N, Long. 97°05'57" W) and within 5 miles either side of the Ponca City VORTAC 284° radial extending from the VORTAC to 25 miles W.

Pontiac, Ill.

Within a 15-mile radius of the Pontiac VOR.

Port Allen, Hawaii

That airspace NE of Port Allen bounded on the S. by V-15 Hawaii, on the W. by longitude 159°30'00" W., and on the NE by the arc of a 25-mile radius circle centered at latitude 21°58'07" N., longitude 159°20'27" W.

AMENDMENTS 12/12/62 27 F.R 12439 (Rewritten);

Portland, Maine.

That airspace bounded by a line beginning at latitude 43°37'00" N., longitude 71°00'00" W., to latitude 43°45'00" N., longitude 71°09'00" W., to latitude 44°06'00" N., longitude 70°43'00" W., to latitude 43°56'00" N., longitude 70°29'00" W., to latitude 43°52'00" N., longitude 70°29'00" W., thence SE to the NW boundary of Warning Area W-103 via a line 5 miles NE of and parallel to the 132° and 312° bearings from the Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'28" W.), thence S via the NW boundary of Warning Area W-103 to the N boundary of the Boston, Mass., control area extension, thence W along that boundary to longitude 71°00'00" W., to the point of beginning.

AMENDMENTS 12/12/62 27 F.R. 12210 (Rewritten); 10/17/63 28 F. R. 8446 (Rewritten);

Portland, Oreg.

Within a 30-mile radius of the Portland International Airport, (Lat. 45°35'11" N, Long. 122°35'53" W); that airspace extending from the 30-mile radius area bounded on the SE by V-99 and on the NW by a line 10 miles NW of and parallel to the Newberg, Oreg., VORTAC 204° radial, and that airspace extending from the 30-mile radius area bounded on the W by a line extending through Lat. 45°40'00" N, Long. 123°14'00" W, and Lat. 46°15'00" N, Long. 123°23'00" W, on the N by Lat. 46°15'00" N, and on the E by V-99. The portion of this control area extension which coincides with R-5703 shall be used only after obtaining prior approval from appropriate authority.

Poughkeepsie, N. Y.

Within a 15-mile radius of the Poughkeepsie VOR.

Promontory Point, Utah

That airspace S of Promontory Point bounded on the N by V-6, on the E by V-21, on the S by V-32, and on the W by a line extending from Lat. 40°51'30" N, Long. 112°56'30" W, to Lat. 41°00'00" N, Long. 112° 56'30" W, to Lat. 41°00'00" N, Long. 112°45'00" W, to Lat. 41°10'40" N, Long. 112°45'00" W, to Lat. 41° 12'00" N, Long. 112°52'00" W, thence N via Long. 112°52'00" W, to V-6; that airspace N of Promontory Point bounded on the N by V-288, on the E by V-257 and on the S by V-6.

Provo, Utah

That airspace S of Provo bounded on the N by V-200, on the SE by a line extending from V-200 through Lat. 40°04'00" N, Long. 111°29'00" W, and Lat. 40°00'00" N, Long. 111°45'00" W, to V-21, and on the NW by V-21.

Pueblo, Colo.

Within a 21-mile radius of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° and 093° radials and within a 34-mile radius of the Pueblo VORTAC extending clockwise from the 229° radial to the 360° radial of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° radial.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); Eff. on Publ. (11/2/63) 28 F. R. 11727 (Changed);

Quonset Point, R. I.

That airspace bounded on the W by V-139, on the N by the Providence, R. I., VOR 102° radial, on the E by the Boston, Mass., control area extension and on the S by the Idlewild, N. Y., control area extension. The portions of this control area extension within R-4104 and R-4105 shall be used only after obtaining prior approval from the appropriate authority.

Raleigh, N. C.

Within a 60-mile radius of Lat. 35°30'30" N, Long. 78°32'52" W; and within a 35-mile radius of Grannis Airport, Fayetteville, N. C. (Lat. 34°59'22" N, Long. 78°52'52" W), excluding the portion within R-5311. The portion of this control area extension which coincides with R-5312 shall be used only after obtaining prior approval from the appropriate authority.

Rantoul, Ill.

Within a 25-mile radius of Chanute AFB, Rantoul, Ill., (Lat. 40°17'40" N, Long. 88°08'20" W), including the airspace S of Rantoul within a 20-mile radius of the Champaign, Ill., VORTAC.

Rapid City, S. Dak.

Within a 55-nmi radius of Ellsworth AFB, Rapid City, S. Dak. (Lat. 44°08'40" N, Long. 103°06'10" W); the airspace SW of Rapid City within 12 miles SE and 8 miles NW of the Rapid City VORTAC 251° radial extending from the 55-nmi radius area to 73 miles SW of the VORTAC; the airspace S of Rapid City within 10 miles E and 7 miles W of the Smithwick, S. Dak., VOR 182° radial extending from the 55-nmi radius area to 20 miles S of the Smithwick VOR; and the airspace E of Rapid City within 10 miles SE and 7 miles NW of the Philip, S. Dak., VOR 072° and 252° radials extending from 20 miles NE to 9 miles SW of the Philip VOR.

AMENDMENTS Eff. on publ. (4/13/63) 28 F.R. 3648 (Changed);

Red Bluff, Calif.

Within a 25-mile radius of the Red Bluff VORTAC; within 12 miles SW and 12 miles NE of the Red Bluff VORTAC 291° radial extending from the 25-mile radius area to 50 miles NE of the VORTAC, and within 12 miles SW and 12 miles NE of the Red Bluff VORTAC 342° radial extending from the 25-mile radius area to 70 miles NW of the VORTAC.

PENDING AMENDMENT

The Red Bluff, Calif., control area extension is revoked. 2/6/64 28 F. R. 12925 (Revoked);

Redmond, Oreg.

Within 5 miles either side of the Redmond RR NW and SE courses extending from 17 miles NW to 15 miles SE of the RR, and within 5 miles either side of the Redmond VOR 090° and 270° radials extending from 17 miles W to 8 miles E of the VOR.

Richmond, Ind.

That airspace bounded on the N by V-50, on the E by V-275, and on the SW by V-97.

Richmond, Va.
Within a 25-mile radius of the Richmond RBN; within a 76-mile radius of the Richmond VOR extending from the 25-mile radius area bounded on the E by the Richmond VOR 200° radial, and on the NW by V-20, excluding the portion within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, and excluding the portion within R-6602.

AMENDMENTS 8/22/63 28 F. R. 8022 (Changed);

Riverside, Calif.
That airspace S of March AFB, Riverside, Calif., bounded on the E by V-117, on the S and SE by V-208, on the W by V-23, on the NW by V-8 and on the N by V-16.

Roanoke, Va.
That airspace bounded on the NE by V-258, on the SE by V-222, on the SW by V-45, and on the NW by V-16.

Rochester, Minn.
Within a 15-mile radius of the Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 5 miles either side of the Rochester VOR 209° radial extending from the 15-mile radius area to 15 miles SW of the VOR; the airspace N and E of Rochester bounded on the W by V-82, on the NW by the arc of a 30-mile radius circle centered on the Minneapolis-St. Paul International Airport (Lat. 44°53'05" W, Long. 93°13'15" W), on the NE by V-2, and on the S by V-82.

Rochester, N. Y.
Within a 20-mile radius of the Monroe County Airport, Rochester, N. Y. (Lat. 43°07'23" N, Long. 77°39'35" W), excluding the portions within R-5203.

Rock Springs, Wyo.
Within 5 miles each side of the 172° and 352° bearings from the Rock Springs RBN, extending from 25 miles N to 25 miles S of the RBN and that airspace within 12 miles S and 7 miles N of the Rock Springs VORTAC 079° and 259° radials extending from 9 miles E to 20 miles W of the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 9250 (Changed);
PENDING **AMENDMENT**
The Rock Springs, Wyo., control area extension is revoked. 2/6/64 28 F. R. 13358 (Revoked);

Rocky Mount, N. C.
Within 5 miles either side of the Rocky Mount VOR 083° radial extending from the VOR to 15 miles E.

Rome, N. Y.
Within a 40-mile radius of the Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), the airspace S of Utica, N. Y., extending from the 40-mile radius area bounded on the NE by V-2, on the E by Long. 74°24'00" W, on the S by a line 12 miles S of and parallel to the Rockdale, N. Y., VOR 075° radial, and on the SW by a line 5 miles N of and parallel to the De Lancey, N. Y., VOR 289° radial, and on the W by a line 5 miles E of and parallel to the Syracuse VORTAC 151° radial, and the airspace E of Utica extending from the 40-mile radius area bounded on the N by a line 8 miles N of and parallel to the Utica VOR 091° radial. and on the E and S by V-496, excluding the portion which coincides with the Syracuse, N. Y., control area extension. The portion of this control area extension which coincides with R-5204 shall be used only after obtaining prior approval from appropriate authority.

Roswell, N. Mex.
Within a 45-mile radius of Walker AFB, Roswell, N. Mex., including the airspace within 5 miles either side of the Carlsbad, N. Mex., VOR 330° radial extending from the Carlsbad VOR to its INT with the Roswell 45-mile radius area.
PENDING **AMENDMENT**
The Roswell, N. Mex., control area extension is revoked. 2/6/64 28 F. R. 12925 (Revoked);

Rosewood, Ohio
That airspace W of Rosewood bounded on the NE by V-277, on the SE by V-275, on the S by V-210, and on the W by V-55E.

Rutland, Vt.
That airspace N of Rutland, Vt., bounded on the NW by V-91, on the NE by V-141 and on the S by the Lebanon, N. H., VOR 272° radial, and the airspace S of Rutland, bounded on the N by the Lebanon VOR 272° radial, on the E by a line 24 miles E of and parallel to the Cambridge, N. Y., VOR 002° radial, on the S by a line 5 miles N of and parallel to the Glens Falls, N. Y., VORTAC 090° radial and on the W by V-91.

Sacramento, Calif.

That airspace bounded on the W by the arc of a 20-mile radius circle centered on the Ukiah, Calif., VORTAC, V-27 and V-137, on the S by V-6, on the E by the arc of a 50-mile radius circle centered on the Mather AFB, Sacramento, Calif. (Lat. 38°33'10" N, Long. 121°18'05" W), extending clockwise from V-200 to V-23 SE of Sacramento, and on the N by V-200; and that airspace NE of Sacramento bounded on the E by Long. 120°10'00" W, on the S by V-200, on the W by Long. 121°20'00" W, and on the N by Lat. 39°30'00" N, excluding the portion which coincides with R-2522.

Salem, Oreg.

Within 5 miles either side of the 150° bearing from the Salem-MaNary Airport extending from the airport to 25 miles SE.

Salt Lake City, Utah

That airspace NE, SE, and SW of Salt Lake City bounded by the following VOR Federal airways; beginning at the Salt Lake City VORTAC and extending N along V-21 to the Ogden, Utah, VOR, E along V-6 to the Fort Bridger, Wyo., VOR, SW along V-235 to the INT of V-484, SE along V-484 to Myton, Utah, VOR, W along V-200 to the Provo, Utah. VOR NW along a line parallel to and 5 miles NE of the Provo VOR 315° radial to V-32, thence E along V-32 to the point of beginning.

San Antonio, Tex.

Within a 60-mile radius of the San Antonio RBN; the airspace E of San Antonio bounded on the N by the Austin, Tex., control area extension, on the NE by V-180 and on the S by V-198.

San Bernardino, Calif.

That airspace NE of San Bernardino bounded on the S by V-16, on the NW by V-8, on the E by Long. 116°35'00" W, extending from the S boundary of V-8 to the Ontario, Calif., VOR 060° radial, thence SW via the Ontario VOR 060° radial to V-137, thence SE via V-137 to V-16.

San Diego, Calif.

Within a 21-mile radius of the San Diego VOR extending counterclockwise from the San Diego VOR 251° radial to the boundary of the Miramar, Calif., control area extension; within 5 miles either side of the San Diego VOR 251° radial extending from the VOR to 28 miles SW, and within 5 miles either side of the Lindbergh Field San Diego, Calif., VOR 287° radial extending from the VOR to 28 miles NW, excluding the portions under the jurisdiction of Mexico and which coincides with W-536.

Sanford, Fla.

That airspace bounded on the N by Lat. 29°00'00" N, on the E by Long. 81°15'00" W, on the S by Lat. 28°30'00" N, on the W by Long. 82°00'00" W.

San Francisco, Calif.

That airspace bounded by a line beginning at Lat. 38°15'00" N, Long. 122°37'00" W, to Lat. 37°43'34" N, Long. 122°13'21" W, to Lat. 37°27'20" N, Long. 121°50'30" W. to Lat. 37°00'55" N. Long. 122°17'15" W thence N along 3-nmi off-shore to Lat. 37°12'20" N, Long. 122°28'00" W, to Lat. 37°14'00" N, Long. 122°24'55" W; to Lat. 38°08'30" N, Long. 122°54'00" W, thence to the point of beginning.

San Jose, Calif.

That airspace bounded on the NE by V-107, on the SE by V-111, on the S by V-230, on the SW by V-27 and on the NW by the San Francisco, Calif., control area extension.

San Juan, P. R.

Within a 100-nmi radius of the Isla Grande Airport, San Juan, P. R. (Lat. 18°27'30" N, Long. 66°06'00" W). The portions of this control area extension within the geographic limits of, and between the designated altitudes of, all restricted areas are excluded and the portions within the geographic limits of, and between the established altitudes of, all warning areas are excluded.

Santa Barbara, Calif.

Within 5 miles either side of the 270° bearing from the Santa Barbara Municipal Airport, extending from the airport to 28 miles W.

Sault Ste. Marie, Mich.

That airspace over United States territory within a 34-mile radius of Kincheloe AFB, Sault Ste. Marie, Mich. The portion of this control area extension within R-4205 shall be used only after obtaining prior approval from the appropriate authority.

Savannah, Ga.

That airspace N of Lat. 31°35'00" N, within a 40-mile radius of Hunter AFB, Savannah, Ga. (Lat. 32°00'35" N, Long. 81°08'45" W). The portions of this control area extension within R-3005A, R-3005B and R-3006 shall be used only after obtaining prior approval from appropriate authority. The portions of this control area extension within W-132, W-157, and W-160 are excluded.

AMENDMENTS On publ. 2/21/63 28 F.R. 1629 (Changed);

Seattle, Wash. (A)

Within a 30-mile radius of the Seattle-Tacoma International Airport (Lat. 47°26'50" N, Long. 122°18'30" W), including the airspace NW of Seattle bounded on the N and NE by V-4, on the W by Long. 123°15'00" W, and on the S by V-27. The portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Seattle, Wash. (B)

That airspace NE of Seattle bounded on the S by V-2N, on the E by Long. 121°35'00" W, on the N by Lat. 48° 55'00" N, and on the W by V-23.

Sedalia, Mo.

That airspace bounded on the N by V-4 and V-210, on the E by V-63, on the W by V-205, and on the NW by the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.).

AMENDMENTS 8/22/63 28 F. R. 6872 (Rewritten); (Amend. Corr. 28 F. R. 7902);

PENDING AMENDMENT
The Sedalia, Mo., control area extension is revoked. 3/5/64 28 F. R. 13929 (Revoked);

Shemya, Alaska

Within a 50-mile radius of the Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W), excluding the portion which coincides with R-2204.

Sheridan, Wyo.

That airspace NE of a line 8 miles SW of and parallel to the Sheridan VORTAC 316° and 136° radials within a 27-mile radius of the Sheridan Municipal Airport (Lat. 44°46'30" N, Long. 106°58'40" W).

PENDING AMENDMENT
The Sheridan, Wyo., control area extension is revoked. 2/6/64 28 F. R. 13358 (Revoked);

Sherman, Tex.

Within a 70-mile radius of Perrin AFB, Sherman, Tex., (Lat. 33°42'48" N, Long. 96°40'29" W), bounded on the S by V-16, and on the W and NW by V-15; the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace NE of Sulphur Springs, Tex., bounded on the N by V-278, on the SE by V-16 N, and on the W by the Perrin 70-mile radius area; including the airspace NE of Sherman bounded on the E by a line 5 miles E of and parallel to a straight line from the Sulphur Springs VOR to the McAlester, Okla., VORTAC, and on the NW by the Tulsa, Okla., control area extension.

Shreveport, La.

That airspace bounded by a line beginning on the S boundary of V-278 at Lat. 33°26'20" N, Long. 93°29'30" W, thence SE to the S boundary of V-18 at Lat. 32°27'50" N, Long. 92°33'00" W, thence E along V-18 to the INT of a line 5 miles SE of and parallel to the Monroe, La., VORTAC 237° radial, thence SW via this line to its INT with V-114, thence NW along V-114 to its INT with V-289, thence N along V-289 to its INT with V-278, thence E along V-278 to the point of beginning.

Sioux City, Iowa

Within a 25-mile radius of the Sioux City VOR and the airspace SE of Sioux City extending from the 25-mile radius area bounded on the N by V-100, on the E by Long. 95°30'00" W, on the S by Lat. 41°50'00" N, and on the W by V-15.

Sioux Falls, S. Dak.

That airspace SE of Sioux Falls within a 15-mile radius of the Sioux Falls VORTAC, extending clockwise from the S boundary of V-148 to the E boundary of V-15; that airspace within a 45-mile radius of the Sioux Falls VORTAC extending clockwise from the W boundary of V-15 S of Sioux Falls to the S boundary of V-120 W of Sioux Falls; that airspace within a 36 mile radius of the Sioux Falls VORTAC extending from the N boundary of V-120 W of Sioux Falls clockwise to the N boundary of V-148 NE of Sioux Falls; within 11 miles S and 7 miles N of the Sioux Falls VORTAC 267° radial extending from the Sioux Falls 45-mile radius area to 52 miles W of the Vortac; and within 12 miles SW and 8 miles NE of the Sioux Falls VORTAC 288° radial extending from the INT of the Sioux Falls VORTAC 288° and the Huron, S. Dak., VOR 140° radials to 22 miles W of the INT.

Spokane, Wash.
Within a 45-nmi radius of the Fairchild AFB, Spokane, Wash. (Lat. 47°36'55" N, Long. 117°39'20" W).

Springfield, Ill.
Within a 15-mile radius of the Capital VOR extending clockwise from the centerline of V-233 N of Springfield to the centerline of V-50 W of Springfield, and within a 25-mile radius of the Capital VOR extending clockwise from the centerline of V-50 W of Springfield to the centerline of V-233 N of Springfield.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

Springfield, Vt.
Within 8 miles E and 5 miles W of the 185° bearing from the Springfield RBN extending from the RBN to 17 miles S.

Staunton, Va.
That airspace bounded on the W, NW and NE by a line extending from the N boundary of V-290 along Long. 79° 25'00" W, to Lat. 38°06'30" N, thence to Lat. 38°06'30" N, Long. 79°13'45" W, to Lat. 38°25'00" N, Long. 79° 00'45" W, to Lat. 38°15'15" N, Long. 78°39'45" W, bounded on the SE by V-140, and on the S by V-290.

Stockton, Calif.
That airspace N of Stockton bounded on the NE by V-23, on the S by V-244 and on the NW by V-6 S.

Sumter, S. C.
That airspace N of Shaw AFB, Sumter, S. C., bounded on the W by V-37, on the N by the Greenville, S. C. control area extension, on the NE by a line extending through Lat. 34°48'10" N, Long. 80°10'30" W, and Lat. 34°31'00" N, Long. 79°42'30" W, on the E by V-3 and on the S by V-56, excluding the portion of this control area extension within R-6001.

Syracuse, N. Y.
That airspace bounded by a line beginning at Lat. 43°17'00" N, Long. 76°27'00" W, clockwise along the arc of a 15-mile radius circle centered on the Syracuse VORTAC to Lat. 43°00'10" N, Long. 76°00'00" W, to Lat. 42° 29'00" N, Long. 76°00'00" W, to Lat. 42°29'00" N, Long. 76°25'00" W, to Lat. 42°36'10" N, Long. 76°25'00" W, thence clockwise along the arc of a 40-mile radius circle centered on the Syracuse VORTAC to Lat. 43°17' 00" N, Long. 76°58'45" W, to point of beginning.

Tacoma, Wash.
That airspace within a 40-nmi radius of McChord AFB, Tacoma, Wash (Lat. 47°08'20" N, Long. 122°28'05" W), the portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Tallahassee, Fla.
That airspace bounded on the N by V-22 N, on the E by V-159 W, and on the S and SW by V-7 W; and that airspace N of Tallahassee within 12 miles W and 8 miles E of the Tallahassee VORTAC 354° radial, extending from the S boundary of V-22 N to 40 miles N of the VORTAC.

Tampa, Fla.
Within a 50-mile radius of latitude 27°53'18" N, longitude 82°29'29" W.; including the airspace NW of Tampa extending from the 50-mile radius area bounded on the NE by V-97, on the S by Control 1226 and on the W by a line 5 miles W of and parallel to the Cross City, Fla., VOR 207° radial; the airspace SE of Tampa extending from the 50-mile radius area bounded on the NE by V-157, on the SE by V-225 and on the SW by V-35; the airspace W of Tampa bounded on the N by a line extending from latitude 28°06'35° N., longitude 84°00'00" W., to latitude 28°10'00" N., longitude 84°39'30" W., on the E by a line 5 miles W of and parallel to the Cross City VOR 207° radial, and on the S by Control 1226; and the airspace N of La Belle, Fla., bounded on the NE by V-267, on the SE by V-225, on the SW by V-157; and on the NW by a line extending from latitude 27°14'10" N., longitude 81°31'00" W., to latitude 27°22'00" N., longitude 81°08'00" W., thence to latitude 27°45'00" N., longitude 81°08'00" W., excluding the portion which coincides with W-168 and the portion below 2,000 feet MSL outside the continental United States. The portion within R-2901B and R-2901D shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12210 (Added); 6/27/63 28 F. R. 4753 (Changed);

Texarkana, Ark.
Within 5 miles either side of the Texarkana VORTAC 309° radial, extending from the VORTAC to 15 miles NW.

Toledo, Ohio

That airspace bounded by a line beginning at Lat. 41°21'45" N, Long. 84°25'45" W, thence NE to Lat. 41° 51'30" N, Long. 83°37'15" W, thence SE to Lat. 41°45'30" N, Long. 83°19'45" W, thence SE to Lat. 41°39'30" N, Long. 83°15'15" W, thence S to Lat. 41°30'00" N, Long. 83°15'15" W, thence W to Lat. 41°31'40" N, Long. 83° 42'35" W, thence S to Lat. 41°16'30" N, Long. 83°46'40" W, thence W to point of beginning.

Toledo, Wash.

Within 5 miles either side of the Toledo RR E course extending from the RR to 20 miles E and within 5 miles either side of the Toledo RR W course extending from the RR to 25 miles W.

Tucson, Ariz. (A)

That airspace S of Tucson bounded on the N by V-105, on the NE by V-66, and on the S and W by V-202; the airspace SW of Tucson within a 30-mile radius of the Tucson RBN extending clockwise from V-202 to V-105; the airspace W of Tucson within a 36-mile radius of the Tucson RBN extending clockwise from the 256° bearing from the Tucson RBN to V-105; and the airspace NW of Tucson bounded on the NE by V-66 and on the S and W by V-105.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed);

Tucson, Ariz. (B)

That airspace NE of Tucson bounded on the N by V-94, on the SE by V-202 and on the S and SW by V-16.

Tulsa, Okla.

Within a 25-mile radius of Lat. 36°12'55" N, Long. 95°51'31" W; that airspace SW of Tulsa bounded on the NW by V-14, on the SE by V-15 and on the SW by V-163; that airspace S of Tulsa bounded on the W and NW by V-15, on the E and SE by a line 5 miles E of and parallel to the McAlester, Okla., VORTAC 008° radial extending from the S boundary of V-74 to the McAlester VORTAC, on E and SE by a line 5 miles E of and parallel to a direct line extending between the McAlester VORTAC and the Dallas, Tex., VORTAC, and on the S by the Sherman, Tex., Perrin AFB control area extension.

Tuscaloosa, Ala.

Within 5 miles either side of the Tuscaloosa VORTAC 060° radial, extending from the VORTAC to 20 miles NE.

Tyler, Tex.

Within a 25-mile radius of the Tyler RBN; the airspace N of Tyler bounded on the N by V-16, on the SE and E by V-289, on the S by a line 13 miles S of and parallel to the centerline of V-94 and on the W by the Dallas, Tex., control area extension; and within 10 miles NE and 7 miles SW of the Tyler ILS localizer SE course extending from the Tyler 25-mile radius area to 34 miles SE of the localizer.

Ukiah, Calif.

Within a 20-mile radius of the Ukiah VORTAC; and the airspace NE of Ukiah bounded on the E by V-25, on the S by V-200, and on the W and N by V-199.

Valdosta, Ga.

That airspace bounded on the N by Lat. 32°00'00" N, on the E by V-5, on the S by V-22, and on the W by V-35.

Victoria, Tex.

Within a 25-mile radius of Lat. 28°51'00" N, Long. 96°55'00" W.

Waco, Texas.

That airspace W of Waco bounded on the W by V-163, on the NE and E by V-17 and on the S by V-76, excluding the portion of this control area extension within R-6302A. The portions of this control area extension within R-6302B and R-6302C shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 5/20/63 28 F.R. 4024 (Rewritten);

Wake Island.

That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Wake Island RBN (Lat. 19°18'00" N, Long. 166°39'00" W).

Walnut Ridge, Ark.

Within 10 miles SE and 7 miles NW of the Walnut Ridge VOR 064° and 244° radials extending from 9 miles NE to 20 miles SW of the VOR.

Washington, D. C.

Within an 85-mile radius of the Washington VOR, extending clockwise from the Washington VOR 165° to the 245° radials; within an 88-mile radius extending clockwise from the Washington VOR 245° to the 250° radial; within an 85-mile radius extending clockwise from the Washington VOR 250° to the 310° radial; within an 80-mile radius extending clockwise from the Washington VOR 310° to the 355° radial; within a 70-mile radius extending clockwise from the Washington VOR 355° to the 165° radial; within 10 miles SE and 7 miles NW of the Casanova, Va., VORTAC 233° radial extending from the 85-mile radius area to 9 miles SW of the INT of the Gordonsville, Va., VORTAC 329° and the Casanova VORTAC 233° radials; and within 10 miles NW and 7 miles SE of the Kenton, Del., VORTAC 217° radial extending from the 70-mile radius area to 9 miles NE of the INT of the Kenton VORTAC 217° and the Salisbury, Md., VOR 340° radials; excluding the portions within the Wilmington, Del., control area extension, the Washington Prohibited Area (P-56), the Norfolk, Va., control area extension, and the Richmond, Va., control area extension and excluding the portions within R-4002, R-4005, R-4006, R-4007 and R-4008. The portions within R-6601, R-6608, R-6611, R-6612, R-6613 and R-4001 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed); (Eff. on pub.) 8/3/63 28 F. R. 7936 (Changed);

Waterloo, Iowa

Within a 37-mile radius of the Waterloo VORTAC, excluding the portion N of a line 12 miles N of and parallel to the Waterloo VORTAC 099° radial and E of a line 12 miles E of and parallel to the Waterloo VORTAC 353° radial; and the airspace SE of Waterloo within 12 miles SW and 8 miles NE of the Waterloo VORTAC 146° radial extending from the Waterloo 37-mile radius area to the Cedar Rapids, Iowa, VORTAC.

Watertown, N. Y.

Within 12 miles W and 8 miles E of the Watertown VOR 007° and 187° radials extending from 9 miles N of the VOR to the arc of a 40-mile radius circle centered at Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), and the arc of a 15-mile radius circle centered at the Syracuse, N. Y., VORTAC; and airspace within 5 miles either side of the Watertown VOR 155° radial extending from the VOR to the 40-mile radius circle centered at Griffiss AFB.

Watertown, S. Dak.

Within a 15-mile radius of the Watertown VORTAC; the airspace S of Watertown bounded on the E by Long. 96°51'00" W, on the S by V-26 and on the W by V-78 S; the airspace NW of Watertown within 10 miles S and 7 miles N of the Watertown VORTAC 297° radial, extending from the VORTAC to 37 miles NW, and the airspace N of Watertown within 11 miles W and 7 miles E of the Watertown VORTAC 006° radial, extending from the VORTAC to 48 miles N.

Wausau, Wis.

That airspace SE and SW of Wausau bounded on the E by a 41-mile radius circle centered on the Stevens Point, Wis., VOR, on the S by a line 7 miles S of and parallel to V-55, on the W by a 40-mile radius circle centered on the Wausau VOR, and on the N by Lat. 45°04'00" N.

Westhampton Beach, N. Y.

That airspace NE and N of the Hampton, N. Y., VOR bounded on the W by the New York, N. Y., control area extension, on the NW by V-16, on the N by V-130, and on the E and SE by V-139.

Whidbey, Island, Wash.

That airspace bounded on the N by lines connecting points at Lat. 48°42'48" N, Long. 123°11'57" W, and Lat. 48°51'45" N, Long. 122°40'00" W, on the E by V-23, on the S by the Seattle, Wash., control area extension, on the SW by V-4, and on the W by lines connecting points at Lat. 48°10'00" N, Long. 123°01'00" W, Lat. 48°38'30" N, Long. 123°13'00" W, Lat. 48°42'48" N, Long. 123°11'57" W, excluding the portion within Canada. The portion of this control area extension within R-6701, R-6708, and R-6713 shall be used only after obtaining prior approval from the appropriate authority.

White Sulphur Springs, W. Va.

That airspace bounded on the E by Long. 79°54'00" W, on the SE by V-140, on the SW by V-260, on the W by Long. 80°40'00" W, and on the N by Lat. 38°15'00" N.

Wichita Falls, Tex.

That airspace bounded on the NW by V-102 S alternate, on the E by V-77, and on the S by V-278.

Wichita, Kans.

That airspace bounded on the N by a line 10 miles N of and parallel to the Emporia, Kans., VORTAC 259° and 079° radials, on the E by a line 10 miles E of and parallel to the Emporia VORTAC 209° and 029° radials to and along the S boundary of V-132 to Long. 96°05'00" W, thence direct to Lat. 37°22'00" N, Long. 96°11'00" W, thence direct to Lat. 37°08'00" N, Long. 96°11'00" W; on the S by a line 10 miles S of and parallel to the Anthony, Kans., VOR 085° and 265° radials, and on the W by a line 10 miles W of and parallel to the Hutchinson, Kans., VORTAC 195° and 015° radials; that airspace within 5 miles either side of a direct line extending from the Wichita VOR to the Tulsa, Okla., VORTAC.

Williams, Ariz.
That airspace bounded on the N by Lat. 33°22'00" N, on the NE and SE by a line from Lat. 33°22'00" N, Long. 111°13'00" W, to Lat. 32°56'00" N, Long. 110°31'00" W, thence through Lat. 32°42'00" N, Long. 110°42'00" W, to the N boundary of V-94, on the S by V-94 and on the W by V-16.

Wilmington, Del.
That airspace S and SW of Wilmington within a 30-mile radius of the New Castle, Del., VOR, extending clockwise from the 151° to the 266° radials, excluding the portion which coincides with R-4001 and the New York, N. Y., control area extension and the airspace W of Wilmington bounded on the E by the New York control area extension, on the S by V-157, on the W by V-93, and on the N by V-3.

AMENDMENTS 12/12/62 27 F.R. 12330 (Changed);

Wilmington, N. C.
Within 5 miles each side of the 159° bearing from the Wilmington ILS MM extending from the MM to 15 miles SE of the MM

AMENDMENTS 9/15/63 28 F. R. 9345 (Rewritten);

Wilmington, Ohio
That airspace bounded on the NW by V-5, on the N and E by the Columbus, Ohio, control area extension, on the S by V-128, and on the W by the Cincinnati, Ohio, control area extension.

Windsor Locks, Conn.
Within a 30-mile radius of the Bradley, Conn., Airport (Lat. 41°56'25" N, Long. 72°41'10" W), excluding the portion which coincides with the New York, N. Y., control area extension and excluding the area NE of a line extending from Lat. 42°21'00" N, Long. 72°53'00" W, to Lat. 42°08'20" N, Long. 72°37'00" W, to Lat. 42°03'45" N, Long. 72°09'00" W, to Lat. 42°04'30" N, Long. 72°01'00" W, and that airspace SW of Chester, Mass., bounded on the N by V-270, on the NE by V-130, on the SE by V-93, and on the W by V-487.

Youngstown, Ohio
Within a 35-mile radius of the Youngstown VOR.

Ypsilanti, Mich.
Within 5 miles either side of the Ypsilanti ILS localizer SW course, extending from the Willow Run Airport Ypsilanti, Mich. (Lat. 44°14'13" N, Long. 83°31'47" W), to 20 miles SW of the OM.

SUBPART G - CONTROL ZONES

§ 71.171 **Designation.**
The parts of airspace described below are designated as control zones.

Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (Lat. 45°27'10" N, Long. 98°25'35" W); within 2 miles either side of the Aberdeen RR S course extending from the 5-mile radius zone to 12 miles S of the RR and within 2 miles either side of the Aberdeen VOR 131° radial extending from the 5-mile radius zone to 12 miles SE of the VOR.

PENDING AMENDMENT
Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45° 27' 10" N., longitude 98° 25' 35" W.), within 2 miles each side of the Aberdeen VOR 131° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the Aberdeen RR S course, extending from the 5-mile radius zone to 8 miles S of the RR.
3/5/64 28 F. R. 13929 (Rewritten);

Abilene, Tex.
Within a 5-mile radius of Abilene Municipal Airport (Lat. 32°25'10" N, Long. 99°41'20" W); within 2 miles either side of the Abilene ILS localizer S course extending from the 5-mile radius zone to the ILS OM; within 2 miles either side of the Abilene VOR 112° radial extending from the 5-mile radius zone to the VOR; within a 5-mile radius of Dyess AFB, Abilene, Tex., (Lat. 32°25'10" N, Long. 99°51'15" W); within 2 miles either side of the Abilene VOR 354° radial extending from the Dyess 5-mile radius zone to 12 miles N of the VOR; and within 2 miles either side of the 168° and 348° bearings from the Dyess AFB RBN extending from the 5-mile radius zone to 12 miles S of the RBN.

Adak, Alaska

Within a 5-mile radius of NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W); within 2 miles either side of the Adak TACAN 067° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion above 24,000 feet MSL.

Aguadilla, P. R.

Within a 10-mile radius of Ramey AFB, Aguadilla, P. R. (Lat. 18°29'50" N, Long. 67°07'45" W) and within 2.5 miles either side of the extended centerline of the Ramey AFB E-W runway extending from the 10-mile radius zone to 12 miles E and W of the runway ends

Akron, Colo.

Within a 5 mile radius of Washington County Airport (Lat. 40°10'30" N, Long. 103°12'45" W) and within 2 miles either side of the Akron VOR 123° radial extending from the 5-mile radius zone to 12 miles SE of the VOR.

PENDING AMENDMENT

Akron, Colo.

Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.)
3/5/64 28 F. R. 14226 (Rewritten);

Akron, Ohio

Within a 5 mile radius of Akron Airport (Lat. 41°02'15" N, Long. 81°28'05" W) and within a 5-mile radius of Akron Canton Airport (Lat. 40°54'59" N, Long. 81°26'32" W).

Alameda, Calif.

Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif. control zone.

Albany, Ga.

Within a 5-mile radius of Albany Municipal Airport; within 2 miles either side of the Albany VOR 155° and 335° radials extending from the 5-mile radius zone to 10 miles NW of the VOR; within a 5-mile radius of Turner AFB, and within 2 miles each side of the Turner AFB VOR 223° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 11/12/63 28 F. R. 10451 (Changed);

Albany, N. Y.

Within a 5-mile radius of Albany County Airport (latitude 42°44'48" N., longitude 73°48'19" W.); within 2 miles either side of the 015° bearing from latitude 42°47'42" N , longitude 73°48'10" W. extending from the 5-mile radius zone to 10 miles N. of latitude 42°47'42" N., longitude 73°48'10" W., and within 2 miles either side of the Albany ILS localizer N course extending from the 5-mile radius zone to 10 miles N of the OM.

12/12/62 27 F.R. 12211 (Rewritten)

Albuquerque, N. Mex. (Albuquerque Sunport Airport/Kirtland AFB)

Within a 5-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of runway 35, extending from the 5-mile radius zone to 5.5 miles N of the N end of runway 35; within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 5-mile radius zone to 7 miles S of the RBN; within 2 miles each side of the extended centerline of runway 17, extending from the 5-mile radius zone to 5 miles S of the S end of runway 17; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC

AMENDMENTS 8/22/63 28 F R 6911 (Rewritten);

Alexandria, La. (England AFB)

Within a 5-mile radius of England AFB within 2 miles either side of the Alexandria RR NW and SE courses extending from the 5-mile radius zone to 10 miles SE of the RR, and within 2 miles either side of the Alexandria VOR 156° and 336° radials, extending from the 5-mile radius zone to 10 miles SE of the VOR.

Alexandria, La. (Esler Field)

Within a 5-mile radius of Esler Field (Lat. 31°23'45" N, Long. 92°17'35" W), and within 2 miles either side of the 327° bearing from the Esler Field RBN extending from the 5-mile radius zone to the RBN.

Alexandria, Minn.

Within a 5-mile radius of Alexandria Municipal Airport (Lat. 45°52'15" N, Long. 95°24'00" W), and within 2 miles either side of the Alexandria VOR 231° radial extending from the 5-mile radius zone to the VOR.

Alice, Tex.
Within a 5-mile radius of Jim Wells County Municipal Airport, Alice, Tex., (Lat. 27°44'28" N, Long. 98° 01'38" W).

Allentown, Pa.
Within a 5-mile radius of Allentown-Bethlehem-Easton Airport (Lat. 40°39'10" N, Long. 75°26'20" W); within 2 miles either side of the Allentown RR NE course, extending from the 5-mile radius zone to 10 miles NE of the RR; within 2 miles either side of the Allentown ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM, and within 2 miles either side of the Allentown VORTAC 347° radial, extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Alpena, Mich.
Within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (Lat. 45°05'00" N, Long. 83°33'30" W), and within 2 miles either side of the 185° bearing from the Alpena RBN extending from the 5-mile radius zone to the RBN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

Altus, Okla.
Within a 5-mile radius of Altus AFB and within 2 miles either side of 180° and 360° bearings from the Altus AFB extending from the 5-mile radius zone to 10 miles N and S of the AFB.

Amarillo, Tex.
Within a 5-mile radius of Amarillo AFB/Municipal Airport (Lat. 35°13'11" N, Long. 101°42'42" W), within 2 miles either side of the 046° bearing from the Tradewind RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Amarillo VORTAC 221° radial extending from the 5-mile radius zone to the VORTAC

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of Anchorage International Airport (Lat. 61°10'23" N, Long. 149°58'10" W); within 2 miles either side of the Anchorage RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR; within 2 miles either side of the Anchorage VOR 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles either side of the Anchorage International ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska, (Bryant AAF)
Within a 3-mile radius of Bryant AAF (Lat. 61°16'02" N, Long. 149°39'46" W), excluding the portion W of Long. 149°43'00" W. The portion of this control zone within R-2203 shall be used only after obtaining prior approval from appropriate authority.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (Lat. 61°13'03" N, Long. 149°50'52" W); within a 5-mile radius of Elmendorf AFB (Lat. 61°15'05" N, Long. 149°48'52" W); within 2 miles either side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Bryant AAF control zone. The portion of this control zone within R-2201 and R-2203 shall be used only after obtaining prior approval from appropriate authority.

Anderson S. C.
Within a 5-mile radius of Anderson Airport (Lat. 34°29'40" N, Long. 82°42'30" W), and within 2 miles either side of the Anderson VOR 038° radial extending from the 5-mile radius zone to the VOR.

Aniak, Alaska
Within a 5-mile radius of Aniak Airport (Lat. 61°34'50" N, Long. 159°32'15" W) and within 2 miles either side of the Aniak RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR.

Annette Island, Alaska
Within a 5-mile radius of Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and within 2 miles each side of the 169° bearing from the Annette Island RR, extending from the 5-mile radius zone to 8 miles S of the RR.

AMENDMENTS 9/19/63 28 F. R 6969 (Rewritten);

Anniston, Ala.
Within a 5-mile radius of Anniston Municipal Airport (Lat. 33°35'25" N, Long. 85°51'15" W), and within 2 miles either side of the 232° bearing from Anniston RBN extending from the 5-mile radius zone to 12 miles SW of the RBN.

Arcata, Calif.

Within a 5 mile radius of Arcata Municipal Airport (Lat. 40°58'45" N, Long. 124°06'25" W).

Ardmore, Okla.

Within a 5-mile radius of Ardmore Municipal Airport (Lat. 34°18'00" N, Long. 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN.

Asheville, N. C.

Within a 5-mile radius of Asheville Airport (Lat. 35°26'00" N, Long. 82°32'25" W), and within 2 miles either side of the 341° bearing from the Asheville RBN extending from the 5-mile radius zone to the RBN.

Astoria, Oreg.

Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

AMENDMENTS 1/9/64 28 F. R. 11615 (Added);

Athens, Ga.

Within a 5-mile radius of Athens Airport (Lat. 33°56'56" N, Long. 83°19'37" W); within 2 miles either side of the Athens VORTAC 078° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, and within 2 miles either side of the Athens VORTAC 194° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Atlanta, Ga. (Fulton County Airport)

Within a 5-mile radius of Fulton County Airport (latitude 33°46'47" N., longitude 84°31'20" W.) and within 2 miles either side of the Fulton County VOR 276° radial extending from the 5-mile radius zone to 11 miles W of the VOR excluding the portion within the Dobbins AFB/NAS Atlanta control zone.

AMENDMENTS 12/12/62 27 F.R. 12211 (Added);

Atlanta, Ga. (Municipal Airport)

Within a 5-mile radius of Atlanta Municipal Airport (Lat. 33°38'42" N, Long. 84°25'37" W); within 2 miles either side of the Atlanta ILS localizer W course extending from the 5-mile radius zone to the OM; within 2 miles either side of the Atlanta ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles either side of the Atlanta ILS localizer E course extending from the 5-mile radius zone to the INT of the Atlanta ILS localizer E course and the McDonough, Ga., VORTAC 333° radial; and within a 3-mile radius of Morris AAF (Lat. 33°37'20" N, Long. 84°20'30" W).

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)

Within a 5-mile radius of Dobbins AFB/NAS Atlanta (Lat. 33°55'00" N, Long. 84°31'00" W); within 2 miles either side of the 105° bearing from the Lost Mountain, Ga., RBN extending from the 5-mile radius zone to the RBN; within 2 miles either side of the NAS Atlanta TACAN 295° radial extending from the 5-mile radius zone to 10 miles W of the TACAN; and within 2 miles either side of the 104° bearing from the Dobbins AFB/NAS Atlanta extending from the 5-mile radius zone to 6 miles SE of the lift-off end of runway 10.

Atlantic City, N. J.

Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3 nmi offshore, on the SE by a line 3 nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2 mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.

Within a 5-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'05" N., longitude 81°57'40" W.); within 2 miles each side of the 130° bearing from the Augusta RBN, extending from the 5-mile radius zone to the RBN; and within 2 miles each side of the Augusta VOR 141° radial, extending from the 5-mile radius zone to 7.5 miles NW of the VOR.

AMENDMENTS 4/10/63 (Eff. on publ.) 28 F.R 3483 (Changed); 9/2/63 28 F. R. 9285 (Rewritten);

Augusta, Maine

Within a 5-mile radius of Augusta State Airport (Lat. 44°19'15" N, Long. 69°47'45" W) and within 2 miles either side of the Augusta RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR.

Austin, Tex.

Within a 10-mile radius of Mueller Municipal Airport, Austin, Tex. (Lat. 30°17'55" N, Long. 97°42'00" W); within a 5-mile radius of Bergstrom AFB (Lat. 30°11'45" N, Long. 97°40'35" W); within 2 miles either side of the Austin VORTAC 004° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC, and within 2 miles either side of the centerline of the Bergstrom AFB N-S runway extending from the Bergstrom 5-mile radius zone to 3 miles S of the Bergstrom RBN.

Baker, Oreg.

Within a 3-mile radius of Baker Municiapl Airport (Lat. 44°50'25" N, Long. 117°48'35" W)

Bakersfield, Calif.

Within a 5-mile radius of Meadows Field (Lat. 35°25'40" N., Long. 119°03'05" W), and within 2 miles either side of the Bakersfield RR NW course extending from the 5-mile radius zone to 11 miles NW of the RR.

Baltimore, Md.

Within a 5-mile radius of Friendship International Airport (Lat. 39°10'25" N, Long. 76°40'15" W); within 2 miles either side of the Baltimore ILS localizer E course extending from the 5-mile radius zone to 6 miles E of the localizer; within 2 miles either side of the Baltimore VORTAC 088° radial extending from the 5-mile radius zone to 6 miles E of the VORTAC, and within 2 miles either side of the ILS localizer W course extending from the 5-mile radius zone to 10 miles W of the OM.

Bangor, Maine

Within a 5-mile radius of Dow AFB, Bangor Maine (Lat. 44°48'20" N, Long. 68°49'32" W); within 2 miles either side of the 333° bearing from Lat. 44°50'35" N, Long. 68°50'55" W extending from the 5-mile radius zone to 13.5 miles NW of Lat. 44°50'35" N, Long. 68°50'55" W; within 2 miles either side of the 314° bearing from Dow AFB extending from the 5-mile radius zone to 15 miles NW of the AFB; within 2 miles either side of the 356° bearing from Dow AFB extending from the 5-mile radius zone to 10 miles N of the Bangor VORTAC, and within 2 miles either side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 10 miles SE of the lift-off end of the runway. The portion of this control zone within R-3903 shall be used only after obtaining prior approval from appropriate authority.

Baton Rouge, La.

Within a 5-mile radius of Ryan Airport, Baton Rouge, La. (Lat. 30°31'53" N, Long. 91°09'00" W); within a 3-mile radius of Downtown Airport, Baton Rouge, La. (Lat. 30°26'45" N, Long. 91°06'25" W); within 2 miles either side of the 313° and 133° bearings from the Baton Rouge LOM extending from the Ryan Airport 5-mile radius zone to 10 miles NW and 19 miles SE of the LOM, and within 2 miles either side of the Baton Rouge VOR 071° and 251° radials extending from the Ryan Airport 5-mile radius zone to 10 miles SW of the VOR.

Battle Creek, Mich.

Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 2 miles each side of the Battle Creek VORTAC 050° and 215° radials, extending from the 5-mile radius zone to 8 miles NE and SW of the VORTAC, and within 2 miles each side of the Kellogg Field ILS localizer SW course, extending from the 5-mile radius zone to 5 miles SW of the approach end of Runway 4.

AMENDMENTS 12/12/63 28 F. R. 10741 (Rewritten);

Beaufort, S. C.

Within a 5-mile radius of MCAS Beaufort (Lat. 32°28'40" N, Long. 80°43'20" W); within 2 miles either side of the 043° bearing from MCAS extending from the 5-mile radius zone to 16 miles NE of MCAS and within 2 miles either side of the 137° bearing from MCAS extending from the 5 mile radius zone to W-132.

Beaumont, Tex.

Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., (Lat. 29°57'05" N, Long. 94°01'10" W); within 2 miles either side of the Beaumont VOR 064° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Beaumont ILS localizer NW course extending from the 5-mile radius zone to the OM.

Bedford, Mass.

Within a 5-mile radius of Laurence G. Hanscon Field, Bedford, Mass., (Lat. 42°28'05" N, Long. 71°17'20" W).

Beeville, Tex.

Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., (Lat. 28°22'00" N, Long. 97°40'00" W); within 2 miles either side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN, and within 2 miles either side of the NAAS Chase VOR 349° radial extending from the 5-mile radius zone to 7 miles N of the VOR

AMENDMENTS 12/12/62 27 F.R. 12440 (Rewritten);

Belleville, Ill.

Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

AMENDMENTS 8/22/63 28 F. R. 6725 (Rewritten);

Bellingham, Wash.

Within a 3-mile radius of Bellingham Municipal Airport

Bemidji, Minn.

Within a 4-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.) and within 2 miles each side of the Bemidji VOR 136° radial, extending from the 4-mile radius zone to the VOR, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone is effective from 0700 to 2100 hours local time, daily.

AMENDMENTS 8/22/63 28 F.R. 6828 (Added); (Amend. Mod. 28 F.R. 9284)

Bethel, Alaska

Within a 5-mile radius of Bethel Municipal Airport (Lat. 60°46'55" N, Long. 161°49'55" W); within 2 miles either side of the Bethel VOR 007° and 214° radials extending from the 5-mile radius zone to 12 miles N and SW of the VOR; within 2 miles either side of the 296° bearing from the Bethel RR extending from the 5-mile radius zone to the RR, and within 2 miles either side of the 023° bearing from the Bethel RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Bettles, Alaska

Within a 5-mile radius of Bettles Airport (Lat. 66°55'00" N, Long. 151°31'00" W), within 2 miles either side of the Bettles RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR, and within 2 miles either side of the 211° bearing from the Bettles RR extending from the 5-mile radius zone to 12 miles S of the RR.

Big Delta, Alaska

Within a 5-mile radius of Big Delta Airport (Lat. 63°59'45" N, Long. 145°43'00" W) and within 2 miles either side of the Big Delta RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR.

Big Spring, Tex.

Within a 5-mile radius of Webb AFB, Big Spring, Tex., (Lat. 32°12'53" N, Long. 101°31'25" W); within 2 miles either side of the 251° bearing from the Big Spring RBN extending from the 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Big Spring VOR 191° radial extending from the 5-mile radius zone to the VOR.

Billings, Mont.

Within a 5-mile radius of Logan Field, Billings, Mont., (Lat. 45°48'23" N, Long. 108°31'54" W) and within 2 miles either side of the 071° bearing from the Billings RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Biloxi, Miss.

Within a 5-mile radius of Keesler AFB, Biloxi, Miss. (Lat. 30°24'25" N, Long. 88°55'30" W); within 2 miles either side of the Keesler AFB TACAN 047° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles either side of the Keesler TACAN 204° radial extending from the 5-mile radius zone to 7 miles SW of the TACAN.

Binghamton, N. Y.

Within a 5-mile radius of Broome County Airport, Binghamton, N. Y.; within 2 miles either side of the Broome County Airport ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Binghamton VORTAC 066° and 246° radials extending from the 5-mile radius zone to 5 miles SW of the VORTAC.

Birmingham, Ala.

Within a 5-mile radius of Birmingham Airport (Lat. 33°35'58" N, Long. 86°45'05" W) and within 2 miles either side of the ILS localizer SW course extending from the 5-mile radius zone to the OM.

Bismarck, N. Dak.

Within a 5-mile radius of Bismarck Municipal Airport (Lat. 46°46'40" N, Long. 100°45'15" W) within 2 miles either side of the Bismarck ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Bismarck VOR 114° radial extending from the 5-mile radius zone to 10 miles SE of the VOR.

AMENDMENTS 5/2/63 28 F.R. 3716 (Changed);

Bloomington, Ind.

Within a 3-mile radius of the Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 3-mile radius zone to 8 miles SW of the VOR, effective from 0600 to 2330 hours local time, daily.

AMENDMENTS 10/17/63 28 F. R. 9425 (Added);

Blythe, Calif.

Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.

Within a 5-mile radius of Blytheville AFB (Lat. 35°57'50" N, Long. 89°56'40" W) and within 2 miles either side of the 360° bearing from the AFB extending from the 5-mile radius zone to 2 miles N of the Blytheville RBN.

Bluefield, W. Va.

Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (Lat. 37°17'45" N, Long. 81°12'29" W), and within 2 miles either side of the Bluefield VOR 047° radial extending from the 5-mile radius zone to 12 miles NE of the VOR.

Boise, Idaho

Within a 5-mile radius of Boise Air Terminal (Lat. 44°33'55" N, Long. 116°13'35" W).

Boston, Mass.

Within a 5-mile radius of Logan International Airport, Boston, Mass. (Lat. 42°21'55" N, Long. 71°00'05" W), within 2 miles either side of the 016° bearing from the Boston RBN extending from the 5-mile radius zone to 10 miles N of the RBN; within 2 miles either side of the Boston ILS localizer SW extending from the 5-mile radius zone to 10 miles SW of the OM; and within 2 miles either side of the Boston VORTAC 144° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC.

AMENDMENTS 3/7/63 28 F.R. 721 (Changed);

Bowling Green, Ky.

Within a 5-mile radius of Bowling Green-Warren County Airport (Lat. 36°57'55" N, Long. 86°25'10" W), and within 2 miles either side of the Bowling Green VORTAC 206° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Bozeman, Mont.

Within a 3-mile radius of Gallatin-Bozeman Airport (Lat. 45°46'50" N, Long. 111°09'20" W).

Bradford, Pa.

Within a 5-mile radius of Bradford-McKean County Airport (Lat. 41°48'10" N, Long. 78°38'20" W), and within 2 miles either side of a 134° bearing from the airport extending from the 5-mile radius zone to 10 miles SE of the Bradford RBN.

Brainerd, Minn.

Within a 5-mile radius of the Brainerd-Crow Wing County Municipal Airport (latitude 46° 23' 25" N., longitude 94° 08' 20" W.) and within 2 miles each side of the Brainerd VOR 297° radial, extending from the 5-mile radius zone to the VOR from 0700 to 2000 hours, local time, daily.

AMENDMENTS 12/12/63 28 F. R. 11501 (Added);

Bridgeport, Conn.

Within a 5-mile radius of Bridgeport Airport and within 2 miles either side of the Bridgeport VOR 037° radial extending from the 5-mile radius zone to 10 miles NE of the VOR.

Brownsville, Tex.

Within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex. (Lat. 25°54'25" N, Long. 97°25'25" W); within 2 miles either side of the 343° bearing from the Brownsville RBN extending from the 5-mile radius zone to 8 miles NW of the RBN, and within 2 miles either side of the Brownsville VOR 071° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, excluding the portion outside the United States.

Brunswick, Ga. (McKinnon Airport)

Within a 5-mile radius of McKinnon Airport, Brunswick, Ga., (Lat. 31°09'05" N, Long. 81°23'20" W), and within 2 miles either side of the Brunswick VOR 023° radial extending from the 5-mile radius zone to the VOR.

Brunswick, Ga. (NAS Glynco)
Within a 5-mile radius of NAS Glynco (Lat. 31°15'31" N, Long. 81°28'01" W); within 2 miles either side of the Glynco TACAN 055° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN; within 2 miles either side of the Glynco TACAN 250° radial extending from the 5-mile radius zone to 9 miles SW of the TACAN, excluding the portion within the McKinnon Airport control zone, Brunswick, Ga.

Brunswick, Maine
Within a 5-mile radius of NAS Brunswick (Lat. 43°53'35" N, Long. 69°56'20" W), excluding the portion within A-7, and within 2 miles either side of the 173° bearing from the Brunswick NAS RBN extending from the 5-mile radius zone to 10 miles S of the RBN.

Buffalo, N. Y.
Within a 5-mile radius of Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 50" W.); within 2 miles each side of the Buffalo VORTAC 099° radial, extending from the 5-mile radius zone to 7 miles E of the VORTAC; within 2 miles each side of the Buffalo RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the Cheektowaga, N. Y., FM, excluding the portion within a 1-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.).

AMENDMENTS 1/9/64 28 F. R. 12340 (Rewritten);

Burbank, Calif.
Within a 5-mile radius of Lockheed Air Terminal, Burbank, Calif. (latitude 34°12'15" N., longitude 118°21' 30" W.), excluding the portion west of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W. and the portion within a 1-mile radius of Whiteman Airpark, Pacoima, Calif. (latitude 34°15'35" N., longitude 118°24'45" W.).

AMENDMENTS 3/7/63 28 F.R. 521 (Rewritten);

Burley, Idaho
Within a 3-mile radius of Burley Municipal Airport.

PENDING AMENDMENT
Burley, Idaho
Within a 5-mile radius of Burley Municipal Airport (latitude 42° 32' 30" N., longitude 113° 46' 20" W.); within 2 miles each side of the Burley VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Burley RR N course, extending from the 5-mile radius zone to 8 miles N of the RR.
4/2/64 28 F. R. 13359 (Rewritten);

Burlington, Iowa
Within a 5-mile radius of Burlington Municipal Airport (Lat. 40°47'06" N, Long. 91°07'27" W), and within 2 miles either side of the Burlington VOR 293° radial extending from the 5-mile radius zone to the VOR.

Burlington, Vt.
Within a 5-mile radius of Burlington Municipal Airport (Lat. 44°28'15" N, Long. 70°09'10" W) and within 2 miles either side of the Burlington RR NW course extending from the 5-mile radius zone to the Grand Isle FM.

Butte, Mont.
Within a 5-mile radius of Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112° 29'50" W.).

AMENDMENTS 7/25/63 28 F. R. 4661 (Rewritten);

Calverton, N. Y.
Within a 5-mile radius of Grumman-Peconic River Airport, Calverton, N. Y., (Lat. 40°54'55" N, Long. 72°47' 35" W), and within 2 miles either side of the Riverhead, N. Y., VORTAC 086° radial extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

Camp Douglas, Wis.
Within a 5-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), and within 2 miles either side of the Volk Field VORTAC 093° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

Camp Springs, Md.

Within a 5-mile radius of Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md. (latitude 38°45'00" N., longitude 76°56'00" W.), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

AMENDMENTS 8/22/63 28 F. R. 6912 (Rewritten);
8/22/63 28 F. R. 6912 (Rewritten);

Carlsbad, N. Mex.

Within a 5-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 337° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 10/17/63 28 F. R. 9346 (Rewritten);

Casper, Wyo.

Within a 5-mile radius of Casper Air Terminal (latitude 42°54'25" N., longitude 106°27'50" W.); within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to 26 miles SW of the VORTAC; within 2 miles each side of the Casper ILS localizer W course, extending from the 5-mile radius zone to 5 miles W of the OM; within 2 miles each side of the 270° bearing from the Casper RBN, extending from the 5-mile radius zone to the RBN and within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 10/17/63 28 F. R. 9286 (Rewritte

Cedar City, Utah

Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°42'05" N., longitude 113°05'52" W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

AMENDMENTS 6/27/63 28 F. R. 4126 (Added);

Cedar Rapids, Iowa

Within a 5-mile radius of Cedar Rapids Municipal Airport (Lat. 41°53'06° N, Long. 91°42'26" W); within 2 miles either side of a 266° bearing from the airport extending from the 5-mile radius zone to 10 miles W of the airport; within 2 miles either side of a 090° bearing from the airport extending from the 5-mile radius zone to 10 miles E of the airport and within 2 miles either side of the Cedar Rapids VORTAC 093° and 274° radials extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Chadron, Nebr.

Within a 5-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.) and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles N of the airport.

AMENDMENTS 10/17/63 28 F. R. 9425 (Added);

Chamblee, Ga.

Within a 3-mile radius of De Kalb-Peachtree Airport, Chamblee, Ga., (Lat. 33°52'30" N, Long. 84°18'10" W) and within 2 miles either side of the Norcross, Ga., VORTAC 242° radial extending from the 3-mile radius zone to the VORTAC from 0700 to 2300 hours, local time, daily.

Champaign, Ill.

Within a 5-mile radius of the University of Illinois-Willard Airport, Champaign, Ill., (Lat. 40°02'24" N, Long. 88°16'36" W); within 2 miles either side of the Champaign VORTAC 123° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles either side of the Champaign VORTAC 233° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Chandler, Ariz.

Within a 5-mile radius of Williams AFB, Chandler, Ariz., (Lat. 33°18'25" N, Long. 111°39'35" W), and within 2 miles either side of the 115° bearing from the AFB extending from the 5-mile radius zone to the Chandler RBN.

Chantilly, Va.

Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course
the lift-off end of runway 30.
either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the Herndon, Va., VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles
extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of

Chanute, Kans.

Within a 5-mile radius of the Martin Johnson Airport, Chanute, Kans. (latitude 37°40'05" N., longitude 95°29'00" W.) and within 2 miles each side of the Chanute VOR 064° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 10/17/63 28 F. R. 7668 (Rewritten);

Charleston, S. C.

Within a 5-mile radius of Charleston AFB/Municipal Airport (Lat. 32°53'56" N, Long. 80°02'18" W); within 2 miles either side of the 299° bearings from the Charleston RBN extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles either side of the Charleston VORTAC 334° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Charleston VORTAC 016°, 146° and 210° radials extending from the 5-mile radius zone to 7 miles NE, SE and SW of the VORTAC

Charleston, W. Va.

Within a 5-mile radius of Kanawha County Airport, Charleston, W. Va., (Lat. 38°22'21" N, Long. 81°35'35" W); within 2 miles either side of the Charleston ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; and within 2 miles either side of the Charleston VORTAC 087° radial extending from the 5-mile radius zone to the VORTAC.

Charlotte, N. C.

Within a 5-mile radius of Douglas Airport, Charlotte, N. C., (Lat. 35°12'58" N, Long. 80°56'22" W); within 2 miles either side of the Fort Mill, S. C., VOR 004° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Douglas Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Chattanooga, Tenn.

Within a 5-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.) within 2 miles each side of the Chattanooga VORTAC 333° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Chattanooga ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the Chattanooga ILS SW course, extending from the 5-mile radius zone to the INT of the ILS SW course and the 263° radial of the Chattanooga VORTAC.

AMENDMENTS 1/9/64 28 F. R. 11614 (Rewritten);

Cheyenne, Wyo.

Within a 5-mile radius of the Cheyenne Municipal Airport (latitude 41° 09' 25" N., longitude 104° 48' 25" W.); within 2 miles each side of a 296° bearing from the Cheyenne RBN, extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles each side of a 090° bearing from the Cheyenne RBN, extending from the 5-mile radius zone to 11.5 miles E of the RBN; within 2 miles each side of the Cheyenne ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the airport and within 2 miles each side of the Cheyenne VORTAC 032° radial, extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

AMENDMENT (Eff. on Publ.) 10/11/63 28 F. R. 10900

Chicago, Ill., (Midway Airport)

Within a 6-mile radius of Chicago-Midway Airport (Lat. 41°47'04" N, Long. 87°45'12" W); within 2 miles either side of the Chicago-Midway ILS localizer SE course extending from the 6-mile radius zone to the Chicago Heights, Ill., VOR 044° radial, and within 2 miles either side of the Chicago-Midway ILS localizer NW course extending from the 6-mile radius zone to 12 miles NW of the Chicago-Midway OM, excluding the portion within the O'Hare International Airport, Chicago, Ill., control zone

Chicago, Ill., (O'Hare International Airport)

Within a 6-mile radius of Chicago-O'Hare International Airport (Lat. 41°59'10" N, Long. 87°54'28" W); within **2 miles either side of the Chicago-O'Hare VOR 331° radial extending from the 6-mile radius zone to the** INT **of the Northbrook, Ill., VOR 195° and the Chicago-O'Hare VOR 331° radials, and** within 2 miles either side of **the Chicago-O'Hare Runway 14-R ILS localizer NW course, extending from the 6-mile radius zone to the** Runway 14-R OM, excluding the portion NE of a line between the INTs of the 6-mile radius and the 5-mile radius of Glenview, Illinois, control zone.

Chicago, Ill., (Meigs Airport)
Within a 3-mile radius of Meigs Airport, (Lat. 41°51'30" N, Long. 87°36'30" W) from 0600 to 2200 hours local time, daily, excluding the portion W of Long. 87°38'00" W.

Childress, Tex.
Within a 5-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) and within 2 miles each side of the Childress VOR 182° radial, extending from the 5-mile radius zone to 8 miles S of the VOR.

AMENDMENTS 11/14/63 28 F. R. 7668 (Rewritten);

China Lake, Calif.
Within a 5-mile radius of NAF China Lake (Lat. 35°41'15" N, Long. 117°41'35" W); within a 1-mile radius of Ridgecrest-Davis, Calif., Airport (Lat. 35°36'40" N, Long. 117°40'25" W) and within 2 miles either side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 3 miles N and SE of the TACAN.

Chincoteague, Va.
Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.) and within 2 miles each side of the Snow Hill, Md., VOR 181° radial, extending from the 5-mile radius zone to 2.5 miles S of the VOR, excluding the portion within R-6604. This control zone is effective from 0800 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

AMENDMENTS 10/17/63 28 F. R. 9429 (Rewritten);

Cincinnati, Ohio
Within a 5-mile radius of Cincinnati Municipal (Lunken Airport), and within 2 miles either side of the Cincinnati RR SW and NE courses extending from the 5-mile radius zone to the Loveland FM

Cleveland, Ohio (Cleveland-Hopkins Airport)
Within a 5-mile radius of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within 2 miles each side of the Runway 23-R-ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of the NE end of the runway; within 2 miles each side of the Runway 27-R-ILS localizer E course, extending from the 5-mile radius zone to the Runway 27-R-ILS OM; within 2 miles each side of the Strongsville, Ohio, VOR 012° radial, extending from the 5-mile radius zone to the VOR; including the airspace within a 1-mile radius of the Brooklyn Airport (latitude 41°25'30" N., longitude 81°44'25" W.); and within a 1-mile radius of the Strongsville Airpark (latitude 41°19'25" N., longitude 81°51'50" W.).

AMENDMENTS 8/22/63 28 F. R. 6725 (Rewritten);

Clinton, Okla.
Within a 7-mile radius of Clinton-Sherman AFB, and within 2 miles either side of the extended centerline of the AFB Runway 17/35 extending from the 5-mile radius zone to 9 miles N and S of the AFB.

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the Cannon AFB TACAN 219° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN; within 2 miles each side of the Cannon AFB VOR 227° radial, extending from the 6-mile radius zone to 12 miles SW of the VOR; within 2 miles each side of the Cannon TACAN 232° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN, and within 2 miles each side of the Cannon VOR 242° radial, extending from the 6-mile radius zone to 8 miles SW of the VOR.

AMENDMENTS 1/9/64 28 F. R. 10742 (Rewritten);

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (Lat. 55°12'30" N, Long. 162°42'45" W); within 2 miles either side of the Cold Bay RR N course extending from the 5-mile radius zone to 8 miles N of the RR, and within 2 miles either side of the Cold Bay ILS localizer NW course extending from the 5-mile radius zone to the OM.

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.) and within 2 miles each side of the College Station VOR 287° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

AMENDMENTS 11/14/63 28 F. R. 10290 (Rewritten);

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 3-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.), from 0700 to 2300 hours, local time, daily.
8/22/63 28 F R 6725 (Added);

Colorado Springs, Colo.
Within a 5-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.), and within a 1-mile radius of Pikes Peak Airport, Fountain, Colo. (latitude 38°43'40" N., longitude 104°42'00" W)

AMENDMENTS 5/30/63 28 F.R 3327 (Rewritten);

Columbia, Mo.
Within a 5-mile radius of Columbia Municipal Airport (latitude 38°58'25" N., longitude 92°21'50" W.).

AMENDMENTS (Eff. on pub.) 8/17/63 28 F R 8447 (Rewritten);

Columbia, S. C.
Within a 5-mile radius of Columbia Airport (Lat. 33°56'25" N, Long. 81°06'55" W); within 2 miles either side of the Columbia VOR 326° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Columbia ILS localizer SW course extending from the 5-mile radius zone to 7 miles SW of the OM.

Columbus, Ga. (Muscogee County Airport)
Within a 5-mile radius of Muscogee County Airport (Lat. 32°30'55" N, Long. 84°56'25" W); within 2 miles either side of the Columbus VOR 149° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 054° bearing from the Columbus LOM extending from the 5-mile radius zone to the LOM excluding the portion within R-3002.

Columbus, Ga. (Lawson AAF).
Within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 021° radial, extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson VOR 206° radial, extending from the 5-mile radius zone to 8 miles SW of the Columbus RBN; and within 2 miles each side of the Lawson VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport, excluding the portion within R-3002.

AMENDMENTS 12/12/62 27 F.R. 12440 (Changed); 10/17/63 28 F. R. 8447 (Rewritten);

Columbus, Ind.
Within a 5-mile radius of Bakalar AFB, Columbus, Ind., (Lat. 39°15'50" N, Long. 85°53'55" W), and within 2 miles either side of the 044° bearing from the AFB extending from the 5-mile radius zone to 10 miles NE of the AFB, excluding the portion within R-3401.

Columbus, Miss.
Within a 7-mile radius of Columbus AFB, and within 25 miles either side of the extended centerline of Runway 14/32 extending from the 7-mile radius zone to 12 miles NW of the lift-off end of Runway 14/32.

Columbus, Ohio
Within a 5-mile radius of Port Columbus Airport (Lat. 39°59'34" N, Long. 82°52'50" W); within a 5-mile radius of the Lockbourne, Ohio, AFB (Lat. 39°48'51" N, Long. 82°55'56" W); within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB, within 2 miles either side of the Port Columbus ILS localizer E course extending from the Port Columbus Airport 5-mile radius zone to the Port Columbus OM, and within 2 miles either side of the Lockbourne AFB ILS localizer NE course extending from from the Lockbourne AFB 5-mile radius zone to the Lockbourne AFB OM.

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif., (Lat. 37°59'20" N, Long. 122°03'20" W).

Concord, N. H.
Within a 5-mile radius of Concord Municipal Airport (Lat. 43°12'10" N, Long. 71°30'10" W); within 2 miles either side of the 149° bearing from Lat. 43°10'54" N, Long. 71°28'21" W extending from the 5-mile radius zone to 10 miles SE of Lat. 43°10'54" N, Long. 71°28'21" W, and within 2 miles either side of the Concord VOR 284° radial extending from the 5-mile radius zone to 10 miles W of the VOR.

Cordova, Alaska
Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.
Within a 5-mile radius of Corpus Christi International Airport (Lat. 27°46'00" N, Long. 97°30'00" W); within 2 miles either side of the 135° bearing from the Corpus Christi International Airport ILS OM, extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Corpus Christi VORTAC 199° radial, extending from the 5-mile radius zone to the VORTAC.

Cotulla, Tex.
Within a 3-mile radius of Cotulla Airport; within 2 miles either side of the 320° bearing from the Cotulla RBN extending from the 3-mile radius zone to 10 miles NW of the RBN, and within 2 miles either side of the Cotulla VOR 265° and 085° radials extending from the 3-mile radius zone to 10 miles E of the VOR.

Covington, Ky.
Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky.; within 2 miles either side of the Greater Cincinnati ILS localizer S course extending from the 5-mile radius zone to the INT of the Cincinnati, Ohio, RR SW course; within 2 miles either side of the Cincinnati ILS localizer N course extending from the 5-mile radius zone to the INT of the Cincinnati RR NW course, and within 2 miles either side of the Cincinnati VORTAC 223° radial extending from the 5-mile radius zone to 10 miles SW of the VORTAC

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City, Calif., (Lat. 41°46'50" N, Long. 124°14'00" W).

PENDING AMENDMENT

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City, Calif. (latitude 41° 46' 50" N., longitude 124° 14' 00" W.), and within 2 miles each side of the Crescent City VOR 325° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

5/28/64 28 F. R. 14419 (Rewritten);

Crestview, Fla.
Within a 5-mile radius of Crestview Airport (latitude 30°47'30" N., longitude 86°33'50" W.); within 2 miles either side of the 088° bearing from the Crestview RBN extending from the 5-mile radius zone to 10 miles E of the RBN and within 2 miles either side of the Crestview VOR 109° and 289° radials extending from the 5-mile radius zone to 10 miles W of the VOR.

AMENDMENTS 12/17/62 27 F. R. 12165 (Rewritten); Eff. on Publ. (10/31/63) 28 F. R. 11613 (Changed);

Crows Landing, Calif.
Within a 5-mile radius of ALF Crows Landing (Lat. 37°24'35" N. Long. 121°06'40" W) and within 2 miles either side of the ALF Crows Landing TACAN 327° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN, excluding the portion within R-2528.

Cut Bank, Mont.
Within a 5-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 2 miles each side of the Cut Bank VOR 150° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR, and within 2 miles each side of the 168° bearing from the Cut Bank RBN, extending from the 5-mile radius zone to 12 miles S of the RBN.

AMENDMENTS Eff. Immed. 1/23/63 28 F.R. 843 (Rewritten); 10/17/63 28 F. R. 8446 (Rewritten);

Dalhart, Tex.
Within a 3-mile radius of Dalhart Municipal Airport (Lat. 36°01'10" N, Long. 102°33'10" W) and within 2 miles either side of the Dalhart VORTAC 182° and 002° radials, extending from the 3-mile radius zone to 10 miles N of the VORTAC.

Dallas, Tex.
Within a 5-mile radius of Love Field, Dallas, Tex., (Lat. 32°51'00" N, Long. 96°50'50" W); within a 5-mile radius of Addison Airport, Dallas, Tex.; within 2 miles either side of the Love Field ILS localizer SE course, extending from the 5-mile radius zone to 7 miles SE of the localizer; within 2 miles either side side of a 185° bearing from the Dallas RBN extending from the Love Field 5-mile radius zone to the Duncanville RBN, and the airspace NW of Love Field bounded by a line extending from Lat. 32°49'40" N, Long. 96°55'45" W to Lat. 32°53'15" N, Long. 96°59'35" W to Lat. 32°54'40" N, Long. 96°57'45" W, through Lat. 32°56'55" N, Long. 96°55'15" W.

Danville, Va.
Within a 5-mile radius of Danville Municipal Airport (Lat. 36°34'20" N, Long. 79°20'05" W), and within 2 miles either side of the Danville VOR 208° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR.

Daytona Beach, Fla.

Within a 5-mile radius of the Daytona Beach Airport (latitude 29°11'05" N., longitude 81°03'20" W.), within 2 miles each side of the Daytona Beach VOR 156° and 336° radials, extending from the 5-mile radius zone to 1 mile N of the VOR; and within 2 miles each side of the 065° bearing from the Daytona Beach OM, extending from the 5-mile radius zone to the OM.

AMENDMENTS 11/14/63 28 F. R. 10330 (Rewritten);

Dayton, Ohio

Within a 5-mile radius of Dayton Municipal Airport, within 2 miles either side of the Dayton ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM, and within 2 miles either side of the Dayton ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the Tripp City RBN.

Del Rio, Tex.

Within a 5-mile radius of Laughlin AFB, Del Rio, Tex., within 2 miles either side of the 315° bearing from the Laughlin AFB extending from the 5-mile radius zone to the Laughlin AFB RBN and within 2.5 miles either side of the Laughlin AFB VOR 140° radial extending from the 5 mile radius zone to 12 miles SE of the AFB. This control zone is effective from 0600 to 1900 hours, local time, Monday through Friday and from 1200 to 1800 hours, local time, Sunday, excluding Federal legal holidays.

AMENDMENTS Eff. on pub. (8/30/63) 28 F. R 9523 (Changed);

Delta, Utah

Within a 5-mile radius of Delta Municipal Airport (Lat. 39°23'00" N, Long. 112°30'35" W).

PENDING AMENDMENT

In § 71.171 The Delta, Utah, control zone is revoked. 3/5/64 29 F. R. 73 (Revoked);

Deming, N. Mex.

Within a 5-mile radius of Deming Municipal Airport (latitude 32°15'25" N., longitude 107°43'00" W.); within 2 miles either side of the Deming VOR 270° radial extending from the 5-mile radius zone to 5.5 miles W of the airport and within 2 miles either side of the Deming VOR 264° radial extending from the 5-mile radius zone to 5.5 miles E of the airport.

AMENDMENTS 5/2/63 28 F.R 1717 (Added);

Denver, Colo.

Within a 10-mile radius of Stapleton Air Field, Denver, Colo., (Lat. 39°45'35" N, Long. 104°52'40" W). within 2 miles either side of the Stapleton ILS localizer E course extending from the 10-mile radius zone to 11.5 miles E of Stapleton Air Field, within 2 miles either side of the Denver VORTAC 045° radial extending from the 10 mile radius zone to 5 miles NE of the VORTAC, and within 2 miles each side of the 002° bearing from the Denver RBN, extending from the 10-mile radius zone to 13 miles N of the RBN.

AMENDMENTS 12/12/63 28 F. R. 10331 (Changed);

Des Moines, Iowa

Within a 5-mile radius of Des Moines Municipal Airport; within 2 miles each side of the Des Moines RBN 193° bearing, extending from the 5-mile radius zone to 12 miles S of the RBN; within 2 miles either side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone to 12 miles SE and NW of the localizer, and within 2 miles either side of the Des Moines VORTAC 176° and 356° radials extending from the 5-mile radius zone to 10 miles S of the VORTAC.

AMENDMENTS Eff. on Publ. (12/21/63) 28 F. R. 13930 (Changed);

Detroit, Mich. (Detroit City Airport)

Within a 5-mile radius of Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the 143° bearing from the Detroit City RBN, extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15, within 2 miles each side of the Windsor, Ontario, Canada, RR NW course, extending from the 5-mile radius zone to the United States/Canadian border, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 347° radial, extending from the 5-mile radius zone to the United States/Canadian border.

AMENDMENTS 12/12/63 28 F R. 9426 (Rewritten);

Detroit, Mich. (Metropolitan Wayne County Airport)
Within a 5-mile radius of Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer NE course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Willow Run) control zone.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Detroit, Mich. (Willow Run Airport)
Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Dickinson, N. Dak.
Within a 3-mile radius of Dickinson Municipal Airport (latitude 46° 47' 45" N., longitude 102° 48' 00" W.).

AMENDMENTS 1/9/64 28 F. R. 11450 (Rewritten);

Dodge City, Kans.
Within a 5-mile radius of Dodge City Municipal Airport (Lat. 37°45'45" N, Long. 99°58'00" W), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

Dothan, Ala.
Within a 5-mile radius of Dothan Municipal Airport (latitude 31°14'15" N., longitude 85°26'30" W.), and within two miles each side of the Dothan VORTAC 010° radial extending from the 5-mile radius zone to 8 miles N of the VORTAC

AMENDMENTS 6/27/63 28 F. R 4752 (Rewritten);

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (Lat. 31°28'00" N, Long. 109°36'10" W), and within 2 miles either side of the Douglas VOR 311° radial, extending from the 5-mile radius zone to 10 miles NW of the VOR.

PENDING AMENDMENT

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31° 28' 00" N., longitude 109° 36' 10" W.), and within 2 miles each side of the Douglas VOR 122° radial, extending from the 5-mile radius zone to the VOR.
2/6/64 28 F. R. 13438 (Rewritten);

Dover, Del.
Within a 6-mile radius of Dover AFB (Lat. 39°07'45" N, Long. 75°27'50" W); within 2 miles either side of the Dover AFB ILS localizer S course extending from the 6-mile radius zone to 10 miles S of the OM, and within 2 miles either side of the extended centerline of the Dover AFB Runway 13, extending from the 6-mile radius zone to 12 miles SE of the lift-off end of Runway 13. The portion within R-2803 shall be used only after obtaining prior approval from appropriate authority.

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.) from 0600 to 2100 hours, local time, daily.

AMENDMENTS 9/19/63 28 F. R. 7825 (Added);

Duluth, Minn.
Within a 5-mile radius of Williamson-Johnson Airport, Duluth, Minn., (Lat. 46°50'35" N, Long. 92°11'35" W) and within 2 miles either side of the 198° bearing from the Duluth RBN extending from the 5-mile radius zone to 10 miles S of the RBN.

Dyersburg, Tenn.
Within a 5-mile radius of Dyersburg Municipal Airport (latitude 36° 00' 00" N, longitude 89° 24' 20" W.), effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 10/17/63 28 F. R. 10452 (Rewritten);

Eastover, S. C.
Within a 5-mile radius of McEntire ANG Base, Eastover, S. C.

Eau Claire, Wis.
Within a 5-mile radius of Eau Clare Municipal Airport (Lat. 44°51'50" N, Long. 91°29'10" W), and within 2 miles either side of the Eau Claire VOR 004° radial, extending from the 5-mile radius zone to 10 miles N of the VOR.

Edwards AFB, Calif.
Within a 5-mile radius of Edwards AFB (Lat. 34°54'20" N, Long. 117°52'55" W); within a 3-mile radius of Edwards AF Auxiliary North Base (Lat. 34°59'11" N, Long. 117°51'41" W); within 2 miles either side of the Edwards AFB VOR 239° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Edwards VOR 239° radial extending from the 5-mile radius zone to 8 miles SW of the airport.

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.); within 2 miles either side of the 011° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker.
4/4/63 28 F.R 2092 (Added);

El Centro, Calif.
Within a 5-mile radius of NAF El Centro (latitude 32°49'20" N., longitude 115°40'15" W.); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (latitude 32°50'10" N., longitude 115°34'30" W.); within 2 miles each side of the El Centro VORTAC 297° radial, extending from the NAF El Centro 5-mile radius zone to the VORTAC, and within 2 miles each side of the El Centro VORTAC 327° radial, extending from the Imperial County 5-mile radius zone to the VORTAC.

AMENDMENTS 9/19/63 28 F. R 7669 (Rewritten);

El Dorado, Ark.
Within a 5-mile radius of Goodwin Airport, El Dorado, Ark., (Lat. 33°13'05" N, Long. 92°48'45" W), and within 2 miles either side of the El Dorado VOR 052° radial extending from the 5-mile radius zone to 8 miles NE of the VOR.

Elkins, W. Va.
Within a 5-mile radius of Elkins Municipal/Randolph County Airport (Lat. 38°53'25" N, Long. 79°51'25" W).

Elizabeth City, N. C.
Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.); within 2 miles each side of the 194° radial of the Elizabeth City VOR, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the Elizabeth City VOR 350° and 357° radials, extending from the 5-mile radius zone to 8 miles N of the VOR; and within a 1.5-mile radius of the Elizabeth City Municipal Airport (latitude 36°14'50" N., longitude 76°15'40" W)

AMENDMENTS 10/17/63 28 F. R. 9427 (Rewritten);

Elko, Nev.
Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N. Y.
Within a 5-mile radius of Chemung County Airport, Elmira, N. Y., (Lat. 42°09'40" N, Long. 76°53'40" W); within 2 miles either side of the Elmira VOR 055° and 235° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

AMENDMENTS 2/7/63 27 F.R 12545 (Changed).

El Paso, Tex.
That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31°56°20' N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at the Biggs AFB (latitude 31°50'55" N., longitude 106°22'45" W.); to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

AMENDMENTS 10/17/63 28 F. R. 9199 (Rewritten);

El Toro, Calif.
Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 2 miles W and 3 miles E of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR, and within 2 miles each side of the El Toro VOR 225° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, excluding the portion within the Orange County, Calif . and Santa Ana, Calif., control zones.

AMENDMENTS 6/27/63 28 F. R. 4434 (Rewritten);

Emporia, Kans.
Within a 5-mile radius of the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.)

AMENDMENTS 8/22/63 28 F. R. 6910 (Added);

Enid, Okla.
Within a 5-mile radius of Vance AFB, Enid, Okla., (Lat. 36°20'20" N, Long. 97°55'00" W); within 2 miles either side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN, and within 2 miles either side of the Vance AFB VOR 134° radial, extending from the 5-mile radius zone to the VOR, from 0600 through 1800 hours local standard time Monday through Friday, and from 1300 through 1700 hours local standard time on Sunday.

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'20" N. longitude 119°30'40" W.), and within 2 miles either side of the Ephrata VOR 222° radial extending from the 5-mile radius zone to the VOR

AMENDMENTS 4/4/63 28 F.R 582 (Rewritten);

Erie, Pa.
Within a 5-mile radius of Port Erie Airport (Lat. 42°04'56" N, Long. 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Eugene, Oreg.
Within a 5-mile radius of Mahlon Sweet Field, Eugene, Oreg., (latitude 44°07'25" N., longitude 123° 13'05" W.) and within 2 miles either side of the Eugene VORTAC 008° radial extending from the 5-mile radius zone to 8 miles N of the VORTAC.

AMENDMENTS 4/4/63 28 F.R. 633 (Rewritten);
PENDING AMENDMENT
Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field, Eugene, Oreg. (latitude 44° 07' 25" N., longitude 123° 13' 05" W.), and within 2 miles each side of the Eugene VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC, excluding the portion within a 1-mile radius of T-Bird Airpark, Oreg., (latitude 44° 03' 15" N., longitude 123° 11' 00" W.).
2/6/64 28 F. R. 13358 (Rewritten);

Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., and within 2 miles either side of the Dress Memorial Airport NE-SW runway centerline extending from the 5-mile radius zone to 10 miles NE of the Evansville OM.

Everett, Wash.
Within a 5 mile radius of Paine Fld., Everett, Wash., (Lat. 47°54'40" N, Long. 122°16'50" W); and within 2 miles either side of the 359° bearing from Paine Fld. extending from the 5-mile radius zone to the Paine RBN.

Fairbanks, Alaska (Eielson AFB).
Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson VOR 159° and 339° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the Runway 31 extended centerline, extending from the 5-mile radius zone to 5 miles NW of the NW end of Runway 31.

AMENDMENTS 11/14/63 28 F. R. 10354 (Rewritten);

Fairbanks, Alaska (Fairbanks International-Wainwright AAF).

Within a 5-mile radius of Fairbanks International Airport (latitude 64°49'09" N., longitude 147°51'14" W.); within a 5-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 8 miles SW of the airport; and within 2 miles each side of the Fairbanks RR E course, extending from the Wainwright 5-mile radius zone to 7 miles E of the RR.

AMENDMENTS 11/14/63 28 F. R. 10354 (Rewritten);

Fairfield, Calif.

Within a 5-mile radius of Travis AFB, Fairfield, Calif., TACAN (Lat. 38°15'04" N, Long. 121°56'15" W), and within 2 miles either side of the Travis VOR 229° radial extending from the VOR to 25 miles SW of the VOR.

Fallon, Nev.

Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

AMENDMENTS 9/19/63 28 F. R. 7824 (Rewritten);

Falmouth, Mass.

Within a 5-mile radius of Otis AFB, Falmouth, Mass., (Lat. 41°38'54" N, Long. 70°31'12" W); within 2 miles either side of the 127° and 307° bearings from the AFB extending from the 5-mile radius zone to 9 miles SE and NW of the AFB; within 2 miles either side of the Otis AFB TACAN 030° and 224° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; and within 2 miles either side of the TACAN 139° and 299° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN. The portion within R-4101 and R-4103 shall be used only after obtaining prior approval from appropriate authority.

Farewell, Alaska

Within a 5-mile radius of Farewell Airport (Lat. 62°30'25" N, Long. 153°53'25" W).

Fargo, N. Dak.

Within a 5-mile radius of Hector Field, Fargo, N. Dak., (Lat. 46°55'04" N, Long. 96°48'58" W); within 2 miles either side of the 089° bearing from the Fargo RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the Fargo ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

Farmington, N. Mex.

Within a 5-mile radius of Farmington Municipal Airport (Lat. 36°44'35" N, Long. 108°13'46" W) and within 2 miles either side of the Farmington VORTAC 266° radial, extending from the 5-mile radius zone to the VORTAC.

Fayetteville, Ark.

Within a 5-mile radius of the Fayetteville Municipal Airport-Drake Field (latitude 36° 00' 15" N., longitude 94° 10' 05" W.); within 2 miles each side of the Drake VOR 328° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; and within 2 miles each side of the Fayetteville RBN 359° bearing, extending from the 5-mile radius zone to 7 miles N of the RBN.

AMENDMENTS 12/12/63 28 F. R. 11473 (Rewritten);

Fayetteville, N. C.

Within a 5-mile radius of Grannis Field, Fayetteville, N. C., and within 2 miles either side of the 211° bearing from the Fayetteville RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

Findlay, Ohio

Within a 5-mile radius of Findlay Airport; within 2 miles either side of the 178° bearing from the Findlay RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the 229° bearing from the Findlay RBN extending from the 5-mile radius zone to 12 miles SW of the Findlay VOR.

Flint, Mich.

Within a 5-mile radius of Bishop Airport, Flint, Mich. (latitude 42°57'55" N., longitude 83°44'30" W.), within 2 miles each side of the Flint VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the Flint VOR 351° radial, extending from the 5-mile radius zone to 8 miles north of the VOR, within 2 miles each side of the Flint VOR 219° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Flint VOR 075° radial. extending from the 5-mile radius zone to 8 miles east of the VOR, and within 2 miles each side of the Flint VOR 052° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR.

AMENDMENTS 12/12/63 28 F. R. 9346 (Rewritten);

Florence, S. C.
Within a 5-mile radius of Florence Municipal Airport and within 2 miles either side of the Florence VOR 051° and 231° radials, extending from the 5-mile radius zone to 10 miles NE of the VOR.

AMENDMENTS 1/2/64 28 F. R. 10290 (Changed);

Fort Belvoir, Va.
Within a 3-mile radius of Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) and within 2 miles each side of the 132° bearing from Davison AAF, extending from the 3-mile radius zone to 4.8 miles SE of the airport.

AMENDMENTS 8/22/63 28 F. R. 6912 (Added);

Fort Bragg, N. C.
Within a 5-mile radius of Pope AFB, Fort Bragg, N. C., (Lat. 35°10'15" N, Long. 79°00'55" W); within 2 miles either side of the Pope VOR 227° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Pope TACAN 037° radial extending from the 5-mile radius zone to 9 miles NE of the TACAN, excluding that portion SE of a line from Lat. 35°11'55" N, Long. 78°56'05" W, to Lat. 35°05'55" N, Long. 79° 00'50" W, and excluding the portion within R-5311.

Fort Hood, Texas.
Within a 5-mile radius of Fort Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), from 0600 to 2200 hours local time, daily, excluding the portion within R-6302A. The portions of this control zone within R-6302B and R-6302C shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 5/30/63 28 F.R. 4024 (Rewritten);

Fort Knox, Ky.
Within a 5-mile radius of Godman AAF, Fort Knox, Ky., (Lat. 85°58'15" N, Long. 37°54'25" W), and within 2 miles either side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

Fort Lauderdale, Fla.
Within a 5-mile radius of the Broward County International Airport (latitude 26°04'20" N., longitude 80°09'10" W.); within 2 miles on each side of the Fort Lauderdale VOR 278° and 306° radials extending from the 5-mile radius zone to 8 miles W and NW of the VOR; within 2 miles on each side of the Fort Lauderdale VOR 082° radial extending from the 5-mile radius zone to 6.5 miles E of the VOR; and within 2 miles on each side of the 135° bearing from the Fort Lauderdale RBN extending from the 5-mile radius zone to the RBN.

AMENDMENTS 5/30/63 28 F.R. 3780 (Rewritten);

Fort Lewis, Wash.
Within a 5-mile radius of Gray AAF, Fort Lewis, Wash., (Lat. 47°04'55" N, Long. 122°34'55" W) excluding the portion within the Tacoma, Wash., control zone. The portions within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Fort Myers, Fla.
Within a 5-mile radius of Page Field, Fort Myers, Fla., (Lat. 26°35'10" N, Long. 81°51'50" W), excluding the portion within a 1-mile radius of the Cape Coral Airstrip, Fort Myers, Fla., (Lat. 26°33'56" N, Long. 81°57'07" W); within 2 miles either side of the Fort Myers VOR 215° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles either side of the 040° and 220° bearings from the Fort Myers RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Fort Ord, Calif.
Within a 5-mile radius of Fritzsche AAF, Fort Ord, Calif. (latitude 36°40'54" N., longitude 121°45'40" W.) and within 2 miles either side of the Fritzsche AAF Runway 11/29 extended centerline extending from the 5-mile radius zone to 6 miles NW of the approach end of Runway 11, excluding the portions subtended by chords drawn between the points of INT of the Fort Ord 5-mile radius zone with the Monterey, Calif., and Salinas, Calif., 5-mile radius zones. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority. This control zone shall be effective from 0600 to 2400 hours, local time, daily.

AMENDMENTS 1/10/63 27 F.R. 11532 (Added); 12/12/63 28 F. R. 11615 (Changed);

Fort Riley, Kans.

Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-3602 and the portion bounded on the NE by the 318° bearing from the Fort Riley RBN and on the SE by a line 2 miles NW of and parallel to the Fort Riley VOR 042° radial.

AMENDMENTS 6/27/63 28 F. R. 4163 (Added); (Amend. Mod. 28 F. R. 5353)

Fort Rucker, Ala.

Within a 5-mile radius of Cairns AAF, Fort Rucker, Ala., (Lat. 31°16'40" N, Long. 85°42'50" W); within 2 miles either side of the Cairns AAF Runway 6/24 extended centerline extending from the 5-mile radius zone to 15 miles SW of the approach end of Runway 24, excluding the portion within R-2103.

Fort Smith, Ark.

Within a 5-mile radius of Fort Smith Municipal Airport (Lat. 35°20'10" N, Long. 94°22'10" W); within 2 miles either side of the Fort Smith VORTAC 234° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Fort Smith ILS localizer E course extending from the 5-mile radius zone to the OM.

Fort Wayne, Ind.

Within a 5-mile radius of Baer Field, Fort Wayne, Ind.; within 2 miles either side of the Fort Wayne RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR; within 2 miles either side of the Fort Wayne ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM, and within 2 miles either side of the Fort Wayne VORTAC 103°, 232°, 259° and 325° radials extending from the 5-mile radius zone to 12 miles E, SW, W and NW of the VORTAC.

PENDING AMENDMENT

In the description of Fort Wayne, Ind., control zone, "within 2 miles either side of the Fort Wayne RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR" is deleted and "within 2 miles each side of the 231° bearing from the Fort Wayne RBN, extending from the 5-mile radius zone to 10 miles SW of the RBN" is substituted therefor.

2/6/64 28 F. R. 13357 (Changed);

Fort Worth, Tex. (Carswell AFB)

That airspace beginning at Lat. 32°35'30" N, Long. 97°24'30" W, to Lat. 32°35'30" N, Long. 97°32'32" W, to Lat. 32°59'55" N, Long. 97°32'30" W, to Lat. 32°59'45" N, Long. 97°24'30" W, to Lat. 32°58'10" N, Long. 97° 23'45" W, to Lat. 32°42'25" N, Long. 97°24'00" W, to point of beginning.

Fort Worth, Tex. (Greater Southwest International Airport, Dallas-Fort Worth Field)

Within a 5-mile radius of Meacham Field, Fort Worth, Tex., (latitude 32°49'00" N., longitude 97°21'35" W.); within 2 miles each side of the 183° bearing from the Fort Worth RBN extending from the 5-mile radius zone to the INT of the 255° bearing from the Dallas, Tex., RBN; the airspace bounded on the E by a line 2 miles E of and parallel to a line extending from the center of Meacham Field through latitude 32°58'24" N., longitude 97°19'42" W., on the N by latitude 32°59'45" N., and on the W by the Fort Worth (Carswell AFB) control zone; within 3 miles each side of a line extending from the center of Dallas-Fort Worth Field (latitude 32°49'35" N., longitude 97°02'45" W.) to the center of Meacham Field and the airspace bounded by a line extending from latitude 32°52'07" N., longitude 97°08'50" W., to latitude 32°56'30" N., longitude 97°03'10" W., to latitude 32°49'40" N., longitude 96°55'45" W., thence extending along and bounded on the E by the W boundary of the Dallas, Tex. (Love Field), control zone to latitude 32°39'35" N., longitude 96°54' 15" W., to latitude 32°39'00" N., longitude 96°54'20" W., to latitude 32°39'00" N., longitude 97°02'10" W., to latitude 32°41'00" N., longitude 97°08'30" W., to latitude 32°46'20" N., longitude 97°06'05" W., thence clockwise along a 5-mile radius circle centered at Dallas-Fort Worth Field to latitude 32°47'04" N., longitude 97°06'58" W.

AMENDMENTS Eff. on publ. (4/26/63) 28 F.R. 4124 (Rewritten);

Fort Yukon, Alaska

Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N. longitude 145°15'10" W.) and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius zone to 8 miles NE of the RBN, from 0745 to 1645 hours local time, daily.

AMENDMENTS 5/30/63 28 F.R. 3021 (Added);

Fresno, Calif. (Chandler Municipal Airport)
From 0700-2300 hours local time, daily, within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.) and within 2 miles either side of the 152° bearing from latitude 36°43'25" N., longitude 119°50'20" W., extending from the 5-mile radius zone to 8 miles SE of latitude 36°43'25" N., longitude 119°50'02" W., excluding the portion within the Fresno (Fresno Air Terminal) control zone.

AMENDMENTS 12/12/62 27 F.R. 12211 (Rewritten);
PENDING AMENDMENT
Fresno, Calif. (Chandler Municipal Airport).
Within a 5-mile radius of Chandler Municipal Airport (latitude 36° 43' 55" N., longitude 119° 49' 05" W.), and within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.
2/6/64 28 F. R. 13396 (Rewritten);

Fresno, Calif., (Fresno Air Terminal)
Within a 5-mile radius of Fresno Air Terminal (Lat. 36°46'25" N. Long. 119°42'35" W) and within 2 miles either side of the Fresno VORTAC 149° radial extending from the 5-mile radius zone to the VORTAC.
PENDING AMENDMENT
Fresno, Calif. (Fresno Air Terminal).
Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.
2/6/64 28 F. R. 13396 (Rewritten);

Fullerton, Calif.
Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N. longitude 117°58'45" W.) excluding the portion within the Long Beach, Calif., control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS (Eff. on publ.) 7/16/63 28 F. R. 7259 (Rewritten):

Gage. Okla.
Within a 5-mile radius of Gage Airport (Lat. 36°17'45" N, Long. 99°46'30" W) and within 2 miles either side of the Gage VORTAC 299° and 119° radials, extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Galena, Alaska
Within a 5-mile radius of Galena Airport (Lat. 64°44'10" N, Long. 156°56'00" W).

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N, Long. 94°51'35" W); within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.
Within a 5-mile radius of the New Garden City Airport (latitude 37°56'08" N., longitude 100°43'46" W.); within 2 miles either side of the 144° bearing from the Garden City RBN, extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Garden City VORTAC 004° radial extending from the 5-mile radius zone to 12 miles N. of the VORTAC.

AMENDMENTS 1/10/63 27 F.R. 11638 (Rewritten);

Glasgow, Mont.
Within a 5-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); within 2 miles either side of the Glasgow ILS localizer SE course extending from the 5-mile radius zone to the OM, within 2 miles either side of the Glasgow VOR 302° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, and within 2 miles either side of the Glasgow AFB TACAN 285° radial extending from the 5-mile radius zone to 8 miles W of the TACAN. The portion within R-4601 shall be used only after obtaining prior approval from appropriate authority.

Glens Falls, N. Y.
Within a 5-mile radius of Warren County Airport, Glens Falls, N. Y., (Lat. 43°20'35" N, Long. 73°36'45" W).

Glenview, Ill.

Within a 5-mile radius of NAS Glenview (latitude 42°05'21" N., longitude 87°49'07" W.); within a 1-mile radius of Chicagoland Airport, Wheeling, Ill. (latitude 42°11'35" N., longitude 87°56'05" W.) and within 2 miles either side of the Northbrook, Ill., VORTAC 138° and 159° radials extending from the Glenview 5-mile and the Chicago-O'Hare, Ill., 6-mile radius zones to the VORTAC, excluding the portion within the Chicago-O'Hare control zone.

AMENDMENTS 12/12/62 27 F.R. 12211 (Rewritten);

Goldsboro, N. C.

Within a 5-mile radius of Seymour-Johnson AFB, Goldsboro, N. C., and within 2 miles either side of the 261° bearing from the AFB extending from the 5-mile radius zone to 2 miles SW of the Seymour-Johnson AFB RBN

Grand Forks, N. Dak. (Grand Forks International Airport).

Within a 5-mile radius of Grand Forks International Airport (latitude 47° 57' 05" N., longitude 97° 10' 47" W.), and within 2 miles each side of the Grand Forks VOR 322° radial, extending from the 5-mile radius zone to 1 mile NW of the VOR.

AMENDMENTS 1/9/64 28 F. R. 13297 (Rewritten);

Grand Forks, N. Dak. (Grand Forks AFB)

Within a 5-mile radius of Grand Forks AFB (Lat. 47°57'40" N, Long. 97°24'00" W) and within 2 miles either side of the Grand Forks AFB ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

PENDING AMENDMENT

In Grand Forks, N. Dak. (Grand Forks AFB), "The portion of this control zone within R-5402 shall be used only after obtaining prior approval from appropriate authority." is added.
3/5/64 29 F. R. 3 (Changed);

Grand Junction, Colo.

Within a 5-mile radius of Walker Field, Grand Junction, Colo., (Lat. 39°07'05" N, Long. 108°31'10" W), and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 10 miles NW of the localizer.

Grand Island, Nebr.

Within a 5-mile radius of Grand Island Airport (Lat. 40°58'04" N, Long. 98°18'51" W), and within 2 miles E and 3 miles W of the Grand Island VOR 360° radial, extending from the 5-mile radius zone to 12 miles N of the VOR.

Grand Prairie, Tex.

That airspace bounded on the W, N and E by the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the S by a line extending from the SE corner of the Amon Carter Field control zone to the SW corner of the Dallas control zone.

Grand Rapids, Mich.

Within a 5-mile radius of Cascade Airport, Grand Rapids, Mich. (latitude 42° 52' 45" N., longitude 85° 30' 30" W.), and within 2 miles each side of the Grand Rapids ILS localizer E course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 11/23/63 28 F. R. 10899 (Rewritten);

Grandview, Mo.

Within a 5-mile radius of Richards-Gebaur AFB, Grandview, Mo., (Lat. 38°50'50" N, Long. 94°33'20" W), and within 2 miles either side of the Grandview ILS localizer S course, extending from the 5-mile radius zone to the OM. The portions N of Lat. 38°52'30" N, and W of Long. 94°35'50" W are excluded.

Great Falls, Mont.

Within a 5-mile radius of Great Falls International Airport, (Lat. 47°29'00" N, Long. 111°22'00" W); within a 5-mile radius of Malmstrom AFB, Great Falls, Mont., and within 2 miles either side of lines extending from the Great Falls International Airport OM to the Great Falls International Airport and to the Malmstrom AFB.

Green Bay, Wis.

Within a 4-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44° 29' 15" N., longitude 88° 07' 45" W.); within 2 miles each side of the Green Bay VORTAC 146° radial, extending from the 4-mile radius zone to the VORTAC; within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 4-mile radius zone to the OM, and within 2 miles each side of the ILS localizer NE course, extending from the 4-mile radius zone to 11 miles NE of the airport.

AMENDMENTS 1/9/64 28 F. R. 12340 (Rewritten);

Greensboro, N. C.
Within a 5-mile radius of Greensboro-High Point Airport (Lat. 36°05'36" N, Long. 79°56'34" W), and within 2 miles either side of the Greensboro VOR 207° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, excluding the portion within the Winston-Salem, N. C., control zone.

Greenville, S. C.
Within a 5-mile radius of Greenville Airport (Lat. 34°50'50" N, Long. 82°21'05" W); within a 5-mile radius of the Donaldson AFB, Greenville, S. C., (Lat. 34°45'00" N, Long. 82°22'00" W); within a 5-mile radius of Greenville-Spartanburg Airport, Greer, S. C., (Lat. 34°53'48" N, Long. 82°13'04" W); within 2 miles either side of the 219° bearing from the Greenville ILS OM extending from the Donaldson AFB 5-mile radius zone to 12 miles SW of the Greenville OM, and within 2 miles either side of the Greenville-Spartanburg ILS localizer SW course extending from the Greenville-Spartanburg 5-mile radius zone to the Greenville-Spartanburg OM.

Greenwood, Miss.
Within a 5-mile radius of Greenwood Municipal Airport (latitude 33°29'50" N., longitude 90°11'50" W.), and within 2 miles each side of the Greenwood VOR 066° and 246° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

AMENDMENTS 9/15/63 28 F. R. 9938 (Rewritten);

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (Lat. 42°05'55" N, Long. 83°09'40" W), excluding the portion outside the United States.

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (Lat. 13°35'00" N, Long. 144°55'00" E) and within 2 miles either side of the Anderson VOR 064° radial extending from the 5-mile radius zone to the Anderson VOR, excluding the portion within the Guam Island (NAS Agana) control zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (Lat. 13°29'00" N, Long. 144°47'00" E), and within 2 miles either side of the Agana VOR 244° radial extending from the 5-mile radius zone to 12 mile SW of the VOR.

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (Lat. 30°24'25" N, Long. 89°04'20" W) and within 2 miles either side of the Gulfport VOR 325° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the portion within the Biloxi, Miss., control zone.

Gulkana, Alaska
Within a 5-mile radius of Gulkana Airport (Lat. 62°09'20" N, Long. 145°27'15" W) and within 2 miles either side of the Gulkana RR N course extending from the 5-mile radius zone to 12 miles N of the RR.

Gustavus, Alaska
Within a 5-mile radius of Gustavus Airport (latitude 58°25'35" N., longitude 135°42'50" W.), and within 2 miles each side of the Gustavus RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR.

AMENDMENTS 9/19/63 28 F. R. 7668 (Rewritten);

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., and within 2 miles either side of the Langley AFB Runway 25 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the Morrison RBN.

Harrisburg, Pa.
Within a 5-mile radius of Harrisburg-York State Airport (Lat. 40°12'59" N, Long. 76°51'03" W); within a 5-mile radius of the Olmsted AFB (Lat. 40°11'39" N, Long. 76°45'39" W); within 2 miles either side of the Harrisburg VORTAC 100° radial extending from the Harrisburg-York State Airport 5-mile radius zone to the VORTAC, and within 2 miles either side of the Harrisburg-York State Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Harrison, Ark.
Within a 3-mile radius of the Harrison Municipal Airport (latitude 36° 15' 55" N., longitude 93° 09' 20" W.) and within 2 miles each side of the Harrison VOR 136° radial, extending from the 3-mile radius zone to the VOR.

AMENDMENTS 1/9/64 28 F. R. 11474 (Added);

Hartford, Conn.
Within a 5-mile radius of Brainard Field, Hartford, Conn. (latitude 41°44'15" N., longitude 72°39'10" W.), and within 2 miles each side of the 130° bearing from the Hartford RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN.

AMENDMENTS 7/25/63 28 F. R. 6495 (Rewritten);

Hayward, Calif.
Within a 5-mile radius of Hayward Airport (Lat. 37°39'30" N, Long. 122°06'45" W), excluding that portion within the Oakland, Calif., control zone.

Helena, Mont.
Within a 5-mile radius of Helena County - City Airport (Lat. 46°36'24" N, Long. 111°59'19" W).

Hibbing, Minn.
Within a 5-mile radius of Chisholm-Hibbing County Airport (latitude 47°23'20" N., longitude 92°50'25" W.), and within 2 miles each side of the Hibbing VOR 315° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 7/25/63 28 F. R. 5639 (Added);

Hickory, N. C.
Within a 5-mile radius of Hickory Airport, and within 2 miles either side of the Hickory VOR 223° and 043° radials extending from the 5-mile radius zone to 5 miles NE of the VOR.

Hilo, Hawaii
Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

AMENDMENTS 12/12/63 28 F. R. 10563 (Rewritten);

Hobart, Okla.
Within a 3-mile radius of Hobart Airport and within 2 miles either side of the 183° bearing from the Hobart Airport extending from the 3-mile radius zone to 12 miles S of the airport.

Hobbs, N. Mex.
Within a 5-mile radius of Lea County Airport, Hobbs, N. Mex., (latitude 32°41'19" N., longitude 103°13'01" W.), and within 2 miles each side of the Hobbs VOR 225° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1.5-mile radius of Hobbs Municipal Airport (latitude 32°46'05" N., longitude 103°12'50" W.).

AMENDMENTS 10/17/63 28 F. R. 9427 (Rewritten);

Homer, Alaska
Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).

Homestead, Fla.
Within a 5-mile radius of Homestead AFB (Lat. 25°29'15" N, Long. 80°23'10" W) and within 2 miles either side of the centerline of the NE/SW runway extending from the 5-mile radius zone to 10 miles SW of the Homestead VOR.

Honolulu, Hawaii.
Within a 5-mile radius of Honolulu International Airport (latitude 21°19'35" N., longitude 157°55'40" W.); within a 5-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.); within a 3-mile radius of ALF Ford Island (latitude 21°21'55" N., longitude 157°57'55" W.); within 2 miles each side of the Honolulu VORTAC 089° radial, extending from the VORTAC to the Honolulu International Airport, and within 2 miles NW and 4 miles SE of the Honolulu VORTAC 242° radial, extending from NAS Barber's Point 5-mile radius zone to 13 miles SW of the Honolulu VORTAC.

AMENDMENTS 12/12/63 28 F. R. 10354 (Rewritten);

Hopkinsville, Ky.
Within a 5-mile radius of Campbell AAF, Hopkinsville, Ky., (Lat. 36°40'11" N, Long. 87°29'13" W) and within 2 miles either side of the Campbell VOR 044° and 224° **radials** extending from the 5-mile radius zone to 10 mil NE of the VOR. The portion of this control zone within R-3702 and R-3703 shall be used only after obtaining prior approval from appropriate authority.

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Airport, Hoquiam, Wash., (Lat. 46°58'16" N, Long. 123°56'08" W) and within 2 miles either side of the Hoquiam VOR 059° radial extending from the 5-mile radius zone to the VOR.

Hot Springs, Ark.
Within a 5-mile radius of Memorial Field, Hot Springs, Ark., (Lat. 34°28'41" N, Long. 93°05'44" W) and within 2 miles either side of the Hot Springs VOR 247° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Houghton, Mich.
Within a 5-mile radius of Houghton-County Memorial Airport (Lat. 47°10'00" N, Long. 88°29'20" W), and within 2 miles either side of the 018° bearing from the Houghton RBN extending from the 5-mile radius zone to 10 miles N of the RBN.

Houlton, Maine
Within a 5-mile radius of Houlton International Airport (Lat. 46°07'25" N, Long. 67°47'40" W).

Houston, Tex.
Within a 5-mile radius of Houston International Airport (Lat. 29°38'40" N, Long. 95°16'30" W); within a 5-mile radius of Ellington AFB, Houston, Tex., (Lat. 29°36'25" N, Long. 95°09'20" W); within 2 miles either side of the 138° bearing of the Houston RBN extending from the Houston International Airport 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the 043° bearing of the Pearland, Tex., RBN, extending from the Ellington AFB 5-mile radius zone to the RBN.

Huntington, W. Va.
Within a 5-mile radius of Tri-State Airport, Huntington, W. Va.; within a 5-mile radius of Huntington Downtown Airport, Chesapeake, Ohio; within 2 miles either side of the 253° bearing from the Huntington RBN extending from the Tri-State Airport 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Tri-State Airport ILS localizer NW course extending from the Tri-State 5-mile radius zone to the OM.

Huntsville, Ala.
Within a 6-mile radius of Huntsville Airport excluding the portion within R-2104.

Huron, S. Dak.
Within a 5-mile radius of Huron Municipal Airport; within 2 miles each side of the Huron RBN 235° bearing, extending from the 5-mile radius zone to 12 miles SW of the RBN, and within 2 miles either side of the Huron ILS localizer NW course extending from the 5-mile radius zone to 12 miles NW of the OM.

AMENDMENTS 1/9/64 28 F. R. 14309 (Changed);

Hutchinson, Kans.
Within a 5-mile radius of Hutchinson Municipal Airport (Lat. 38°04'00" N, Long. 97°51'35" W); within an 8-mile radius of the Hutchinson ANG Base (Lat. 37°55'35" N, Long. 97°54'20" W), and within 2 miles either side of the Hutchinson VORTAC 222° radial extending from the Hutchinson ANG Base 8-mile radius zone to 12 miles SW of the VORTAC.

Hyannis, Mass.
Within a 3-mile radius of Barnstable Airport, Hyannis, Mass. and within 2 miles either side of the 048° bearing from the airport extending from the 3-mile radius zone to 10 miles NE of the airport, excluding the portion beyond the shoreline.

Idaho Falls, Idaho
Within a 5-mile radius of Fanning Field, Idaho Falls, Idaho, (Lat. 43°31'05" N, Long. 112°04'05" W); within 2 miles either side of the Idaho Falls VOR 030° and 223° radials extending from the 5-mile radius zone to 15 miles NE and 12 miles SW of the VOR, and within a 1-mile radius of the Rigby, Idaho, Airport (Lat. 43°38'45" N, Long. 111°55'45" W).

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (Lat. 59°45'08" N, Long. 154°54'38" W) and within 2 miles either side of the Iliamna RR S course, extending from the 5-mile radius zone to a point 12 miles S of the RR.

Indianapolis, Ind.
Within a 5-mile radius of the Weir Cook Municipal Airport, Indianapolis, Ind. (latitude 39°43'35" N., N., longitude 86°17'05" W.); within 2 miles each side of the Indianapolis ILS localizer NE course, extending from the 5-mile radius zone to 7 miles NE of the airport; and within 2 miles each side of the Indianapolis VORTAC 142° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 10/17/63 28 F. R. 9425 (Rewritten);

International Falls, Minn.

Within a 5-mile radius of the Falls International Airport, International Falls, Minn., (Lat. 48°33'58" N, Long. 93°24'07" W), and within 2 miles either side of the International Falls VOR 133° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion outside the United States.

Islip, N. Y.

Within a 5-mile radius of the McArthur Airport, Islip, N. Y., (Lat. 40°47'50" N, Long. 73°06'00" W), and within 2 miles either side of the Islip ILS localizer SW course, extending from the 5-mile radius zone to 8.2 miles SW of the OM, from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/12/62 27 F.R. 12211 (Changed);

Ithaca, N. Y.

Within a 5-mile radius of the Tompkins County Airport, Ithaca, N. Y., (Lat. 42°29'25" N, Long. 76°27' 30" W) and within 2 miles either side of the Ithaca VOR 305° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the area bounded by a line parallel to and 1,500 feet E of the Ithaca Municipal Airport runway and a line .5 mile N of the runway at 090° to the extended centerline of the runway. This control zone is effective from 0600 to 2300 hours Monday through Friday, 0600 to 2100 hours Saturday and 0900 to 2300 hours Sunday, local time.

Jackson, Mich.

Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the 313° bearing from the Jackson RBN, extending from the 5-mile radius zone to 8 miles northwest of the RBN, within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

AMENDMENTS 12/12/63 28 F. R. 9345 (Rewritten);

Jackson, Miss.

Within a 5-mile radius of Jackson Municipal Airport (latitude 32°18'40" N., longitude 90°04'33" W.); within a 5-mile radius of Hawkins Field, Jackson, Miss. (latitude 32°20'01" N., longitude 90°13'19" W.); within a 3-mile radius of Bruce Campbell Airport, Jackson, Miss. (latitude 32°26'45" N., longitude 90°06'00" W.); within 2 miles NE and 3 miles SW of the Jackson VORTAC 156° radial, extending from the Jackson Municipal Airport 5-mile radius zone to the VORTAC; within 2 miles each side of the Jackson VORTAC 195° radial, extending from the Hawkins Field 5-mile radius zone to the VORTAC; within 2 miles each side of the 002° bearing from the Jackson RBN, extending from the Hawkins Field 5-mile radius zone to 8 miles N of the RBN; and within 2 miles each side of the Jackson VORTAC 139° radial, extending from the Bruce Campbell Airport 3-mile radius zone to the VORTAC.

AMENDMENTS 7/1/63 28 F. R. 4752 (Rewritten);

Jackson, Tenn.

Within a 5-mile radius of McKellar Field, Jackson, Tenn., (Lat. 35°35'55" N, Long. 88°54'55" W), and within 2 miles either side of the 022° bearing from the Martin, Tenn., RBN extending from the 5-mile radius zone to the RBN.

Jacksonville, Fla. (Imeson Airport)

Within a 5-mile radius of the Imeson Airport (Lat. 30°25'17" N, Long. 81°38'15" W); within 2 miles either side of the Jacksonville VORTAC 064° radial extending from the 5-mile radius zone to 10 miles NE; within 2 miles either side the 090° bearing from the Jacksonville RBN extending from the 5-mile radius zone to 10.3 miles E of the RBN; within a 3-mile radius of NAS Mayport (Lat. 30°23'45" N, Long. 81°25'16" W) and within 2 miles either side of the 051° bearing from the NAS Mayport RBN extending from the 3-mile radius zone to 10 miles NE.

Jacksonville, Fla. (NAS Jacksonville and Cecil)

Within a 5-mile radius of NAS Jacksonville (Lat. 30°14'00" N, Long. 81°41'00" W); within a 5-mile radius of NAS Cecil, Fla., (Lat. 30°13'00" N, Long. 81°52'45" W); within 2 miles either side of the NAS Cecil VOR 271° radial extending from the NAS Cecil 5-mile radius zone to 12 miles W of the VOR; within 2 miles either side of the NAS Cecil VOR 181° radial extending from the NAS Cecil 5-mile radius zone to 12 miles S of the VOR; within 2 miles either side of the NAS Cecil VOR 084° radial, extending from the NAS Cecil 5-mile radius zone to the NAS Jacksonville 5-mile radius zone; within 2 miles either side of the NAS Jacksonville TACAN 271° radial extending from the NAS Jacksonville 5-mile radius zone to the NAS Cecil 5-mile radius zone: within 2 miles either side of the NAS Jacksonville TACAN 097°, 127° and 231° radials extending from the NAS Jacksonville 5-mile radius zone to 6 miles E, SE and SW of the TACAN, excluding the portion within a 1-mile radius of Herlong Airport (Lat. 36°16'30" N. Long. 81°48'20" W).

Jacksonville, N. C.
Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., (Lat. 34°42'25" N, Long. 77°26'35" W) and within 2 miles either side of the 046° and 226° bearings from the New River RBN extending from the 3-mile radius zone to 12 miles NE and SW of the RBN, excluding the portion within R-5306C. The portion within R-5307 shall be used only after obtaining prior approval from appropriate authority.

Jamestown, N. Dak.
Within a 5-mile radius of Jamestown Airport; within 2 miles either side of the Jamestown RR E course extending from the 5-mile radius zone to 10 miles E of the RR and within 2 miles either side of the Jamestown VOR 191° and 011° radials extending from the 5-mile radius zone to 10 miles S of the VOR.

Janesville, Wis.
Within a 5-mile radius of Rock County Airport, Janesville, Wis., (Lat. 42°37'12" N, Long. 89°02'25" W) from 0600 to 2300 hours, local time, daily.

AMENDMENTS Eff. on pub. (7/10/63) 28 F R 7030 (Changed);

Johnstown, Pa.
Within a 5-mile radius of Johnstown-Cambria County Airport (Lat. 40°18'55" N, Long. 78°50'00" W), and within 2 miles either side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, from 0800 from to 2200 hours e.s.t., daily.

Joliet, Ill.
Within a 5-mile radius of Joliet Municipal Airport (Lat. 41°31'05" N, Long. 88°10'30" W) and within 2 miles either side of the Joliet VORTAC 104° and 284° radials, extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Joplin, Mo.
Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) and within 2 miles each side of the Joplin ILS localizer SE course. extending from the 5-mile radius zone to 7 miles SE of the airport.

AMENDMENTS 10/17/63 28 F. R. 8204 (Rewritten);

Junction, Tex.
Within a 3-mile radius of the Kimble County Airport, Junction, Tex. (latitude 30°30'35" N., longitude 99°45'45" W.); within 2 miles each side of the junction VOR 150° radial, extending from 4 miles SE of the airport to the VOR; and within 2 miles each side of the extended centerline of the Kimble County Airport Runway 17, extending from the 3-mile radius zone to 4 miles S of the S end of Runway 17.

AMENDMENTS 11/14/63 28 F. R. 10331 (Rewritten);

Juneau, Alaska
Within a 5-mile radius of Juneau Municipal Airport (latitude 58°21'30" N., longitude 134°35'00" W.), and within 2 miles each side of the Juneau localizer W course, extending from the 5-mile radius zone to 2 miles W of the Coghlan Island, Alaska, RBN.

AMENDMENTS 9/19/63 28 F. R. 8204 (Rewritten):

Kahului, Hawaii
Within a 5-mile radius of Kahului Airport (Lat. 20°54'00" N, Long. 156°26'00" W); within 2 miles either side of the Maui, Hawaii, RR N course extending from the 5-mile radius zone to the RR, and within 2 miles either side of the Maui VOR 038° and 204° radials extending from the 5-mile radius zone to 12 miles NE end SW of the VOR.

Kalamazoo, Mich.
Within a 5-mile radius of Kalamazoo Municipal Airport (latitude 42° 14' 07" N.; longitude 85° 33' 10" W.), within 2 miles each side of the Kalamazoo VOR 001°, 167° and 229° radials, extending from the 5-mile radius zone to 7 miles N, S and SW of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer S course, extending from the 5-mile radius zone to the OM. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/12/63 28 F. R. 10741 (Rewritten);

Kaneohe, Hawaii.
That airspace extending upward to 5,000 feet within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

AMENDMENTS 12/12/63 28 F. R. 10355 (Rewritten);

Kansas City, Mo.

Within a 7.5-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) and within 2 miles each side of the Kansas City VORTAC 185° and 179° radials, extending from the 7.5-mile radius zone to the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 6872 (Rewritten);

Kansas City, Mo. (Mid-Continent Airport)

Within a 5-mile radius of Mid-Continent Airport (latitude 39°18'05" N., longitude 94°43'36" W.). This control zone is effective from 0700 to 2300 hours local time daily and during specific dates and times established in advance by a Notice to Airmen.

AMENDMENTS 12/12/62 27 F.R. 12440 (Added); Eff. Immed. (12/26/62) 27 F.R. 12926 (Rewritten);

Kenai, Alaska

Within a 5-mile radius of Kenai Airport (Lat. 60°33'50" N, Long. 151°15'00" W); within 2 miles either side of the Kenai RR NE course extending from the 5-mile radius zone to 12 miles NE of the RR, and within 2 2 miles either side of the Kenai VOR 025° radial extending from the 5-mile radius zone to 12 miles NE of the VOR.

Key West, Fla.

Within a 5-mile radius of Key West International Airport; within a 5-mile radius of NAS Boca Chica, Key West; within 2 miles each side of the 269° bearing from the Key West RBN, extending from the Key West 5-mile radius zone to 10 miles W of the RBN; within 2 miles each side of the 242° bearing from the Key West RBN, extending from the Key West 5-mile radius zone to 10 miles SW of the RBN: and within 2 miles either side of the Key West VOR 313° and 273° radials extending from the Key West 5-mile radius zone to 10 miles NW and W of the VOR.

AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);

Killeen, Texas.

Within a 5-mile radius of Gray AFB, Killeen, Texas (latitude 31°04'20" N., longitude 97°49'45" W.), and within 2 miles each side of the extended centerline of runway 15/33 extending from the 5-mile radius zone to 8 miles NW and SE of the AFB, excluding the portion within the Fort Hood, Texas, control zone. The portion of this control zone within Restricted Area R-6302C shall be used only after obtaining prior approval from appropriate authority. This control zone shall be effective as specified in a Notice to Airmen issued no less than 24 hours in advance.

AMENDMENTS 5/30/63 28 F.R. 4024 (Rewritten);

King Salmon, Alaska

Within a 5-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W); within 2 miles either side of the King Salmon VOR 132° and 312° radials extending from the 5-mile radius zone to 12 miles NW of the VOR and within 2 miles either side of the King Salmon TACAN 301° radial extending from the 5-mile radius zone to 11 miles NW of the TACAN.

KINSTON, N.C.

Within a 5-mile radius of Stallings Field, Kinston, N. C. (latitude 35°19'40" N., longitude 77°37'05" W.). effective from 0700 to 2330 hours, local time, daily.

AMENDMENTS 7/9/63 28 F. R. 5613 (Rewritten);

Kirksville, Mo.

Within a 3-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

AMENDMENTS 11/14/63 28 F. R. 9425 (Rewritten);

Klamath Falls, Oreg.

Within a 5-mile radius of Kingsley Field, Klamath Falls, Oreg., (Lat. 42°09'25" N, Long. 121°43'55" W).

Knoxville, Tenn.

Within a 5-mile radius of McGhee-Tyson Airport, Knoxville, Tenn., (Lat. 35°48'42" N, Long. 83°59'35" W); within 2 miles either side of the Knoxville ILS localizer SW course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Knoxville ILS NE course extending from the 5-mile radius zone to the INT of the ILS NE course and the Knoxville VORTAC 135° radial.

Kodiak, Alaska

Within a 5-mile radius of NAS Kodiak and within 2 miles either side of the Kodiak RR SW course extending from the 5-mile radius zone to the RR.

Kotzebue, Alaska
Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island
Within a 5-nmi radius of NAS Kwajalein (Lat. 8°45'00" N, Long. 167°45'00" E)

La Crosse, Wis.
Within a 5-mile radius of La Crosse Municipal Airport (Lat. 43°52'38" N., Long. 91°15'21" W.); within 2 miles each side of the 146° and 305° bearings from the La Crosse RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN; and within 2 miles either side of the La Crosse VOR 322° radial extending from the 5-mile radius zone to 12 miles NW of the VOR.

AMENDMENTS 1/9/64 28 F. R. 13930 (Changed);

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport, Lafayette, Ind., (Lat. 40°24'46" N, Long. 86°55'57" W) within 2 miles either side of the Westpoint, Ind., VOR 038° radial extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the Lafayette VOR 144° radial extending from the 5-mile radius zone to the VOR.

Lafayette, La.
Within a 5-mile radius of Lafayette Airport (Lat. 30°12'00" N, Long. 91°59'40" W); within 2 miles either side of the Lafayette ILS localizer N course, extending from the 5-mile radius zone to the OM; and within 2 miles either side of the Lafayette VOR 172° radial, extending from the 5-mile radius zone to 12 miles S of the VOR.

Lake Charles, La. (Lake Charles Municipal Airport)
Within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.); within 2 miles either side of the Lake Charles VOR 259° radial extending from the 5-mile radius zone to 1 mile W of the VOR; within 2 miles either side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM; and within 2 miles either side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the localizer.

AMENDMENTS 2/7/63 27 F.R 12165 (Added).

Lakehurst, N. J.
Within a 5-mile radius of the INT of Runways 6/24 and 15/33 (Lat. 40°02'00" N, Long. 74°21'15" W) of NAS Lakehurst (Lat. 40°02'05" N, Long. 74°21'05" W), West Field; within 5 miles either side of the Runway 15/33. The portion within R-5001 shall be used only after obtaining prior approval from appropriate authority.

Lanai, Hawaii
Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.
Within a 5-mile radius of Lancaster Airport (Lat. 40°07'16" N, Long. 76°17'47" W); within 2 miles either side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 12 miles SE of the VOR and within 2 miles either side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 12 miles W of the VOR from 0700 to 2100 hours, local standard time, daily.

Lansing, Mich.
Within a 5-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

AMENDMENTS 3/7/63 28 F.R 520 (Changed); 12/12/63 28 F. R. 9283 (Rewritten);

Laramie, Wyo.
Within a 5-mile radius of General Brees Field, Laramie, Wyo., (latitude 41° 18' 50" N., longitude 105° 40' 25" W.); within 2 miles each side of the Laramie VOR 332° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the 332° bearing from the Laramie RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

AMENDMENTS 12/12/63 28 F. R. 10563 (Rewritten);

Laredo, Tex.

Within a 10-mile radius of Laredo AFB and within 2 miles either side of the Laredo VORTAC 147° radial extending from the 10-mile radius zone to 10 miles SE of the VORTAC, excluding the portion outside the United States.

Las Vegas, N. Mex.

Within a 5-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.) and within 2 miles each side of the Las Vegas VORTAC 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

AMENDMENTS 9/19/63 28 F. R. 7668 (Rewritten);

Las Vegas, Nev. (McCarran Field)

Within a 5-mile radius of McCarran Field (Lat. 36°05'05" N, Long. 115°09'00" W), and within 2 miles SE and and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.5 miles NE of the VORTAC.

Las Vegas, Nev. (Nellis AFB)

Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

Lawton, Okla.

Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A. The portion of this control zone within R-5601B shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12211 (Rewritten);

Leavenworth, Kans.

Within a 5-mile radius of Sherman AAF, Leavenworth, Kans. (latitude 39°22'05" N., longitude 94°54'45" W.).

AMENDMENTS 8/22/63 28 F. R. 6872 (Added);

Lebanon, N. H.

Within a 5-mile radius of Lebanon-Regional Airport (Lat. 43°37'35" N, Long. 72°18'10" W), and within 2 miles either side of the Lebanon VOR 231° radial, extending from the 5-mile radius zone to the VOR.

Lemoore, Calif.

Within a 5-mile radius of NAS Lemoore (Lat. 36°20'00" N, Long. 119°57'04" W); within 2 miles either side of the NAS Lemoore TACAN 356° and 156° radials extending from the 5-mile radius zone to 8 miles N and 9 miles SE of the TACAN, and within 2 miles either side of the extended centerline of runway 32R extending from the 5-mile radius zone to 7 miles NW of runway 32R.

PENDING AMENDMENT

Lemoore, Calif.

Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Change) 2/6/64 28 F. R. 13769

Lewiston, Idaho

Within a 5-mile radius of Lewiston-Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius zone to the VOR, from 0330 to 2230 hours local time, daily.

AMENDMENTS 5/2/63 28 F.R 2166 (Added);

Lewistown, Mont.

Within a 5-mile radius of Lewistown Airport (Lat. 47°03'00" N, Long. 109°28'30" W), and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.

Within a 5-mile radius of Blue Grass Airport, Lexington, Ky., (Lat. 38°02'10" N, Long. 84°36'15" W); within 2 miles either side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Lexington Blue Grass ILS localizer NE course, extending from the 5-mile radius zone to the INT of the localizer NE course with the Lexington VORTAC 340° radial.

Lihue, Hawaii

Within a 5-mile radius of Lihue Airport (Lat. 21°59'00" N, Long. 159°21'00" W) and within 2 miles either side of the Lihue VOR 041° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

Limestone, Maine

Within a 6-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W); within 2 miles either side of a direct line extending between the Loring AFB and the Loring AFB VOR, and within 2 miles either side of a direct line between the Loring AFB and Lat. 46°44'46" N, Long. 68°04'01" W, excluding the portion within the Presque Isle, Maine, control zone and the portion outside the United States.

Lincoln, Nebr.

Within a 5-mile radius of Lincoln AFB (Lat. 40°50'35" N, Long. 96°45'42" W); within 2 miles either side of the Raymond, Nebr., VORTAC 195° and 015° radials, extending from the 5-mile radius zone to 12 miles NE of the VORTAC, and within 2 miles either side of the Lincoln ILS localizer S course extending from the 5-mile radius zone to 5 miles S of the OM.

Little Rock, Ark. (Adams Field)

Within a 5-mile radius of Adams Field (Lat. 34°43'45" N, Long. 92°13'45" W); within 2 miles either side of the Little Rock VORTAC 141° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles either side of the Little Rock ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Little Rock, Ark. (Little Rock AFB)

Within a 5-mile radius of Little Rock AFB and within 2 miles either side of the centerline of the Little Rock AFB NE/SW runway extending from the 5-mile radius zone to 19 miles NE of the runway end.

Lompoc, Calif.

Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif., (Lat. 34°43'45" N, Long. 120°34'15" W), and within 2 miles SW of, and 3 miles NE of the Vandenberg VOR 316° radial extending from the 5-mile radius zone to the VOR, excluding that portion within R-2516.

London, Ky.

Within a 3-mile radius of London Airport and within 2 miles either side of the London VORTAC 027° and 207° radials, extending from the 3-mile radius zone to 10 miles SW of the VORTAC.

Long Beach, Calif.

Within a 5-mile radius of Long Beach Airport (Lat. 33°49'07" N, Long. 118°09'04" W); within a 5-mile radius of the NAS Los Alamitos, Calif., (Lat. 33°47'30" N, Long. 118°02'50" W), excluding the portion within a 1-mile radius of the Sunset Beach, Calif., Airport (Lat. 33°43'10" N, Long. 118°02'10" W).

Longview, Tex.

Within a 5-mile radius of Gregg County Airport, Longview, Tex., (Lat. 32°23'15" N, Long. 94°42'50" W), and within 2 miles either side of the Gregg County VOR 313° radial extending from the 5-mile radius zone to 12 miles NW of the VOR.

Los Angeles, Calif. (Hawthorne Municipal Airport)

Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W., effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS Eff. on pub. (3/30/63) 28 F.R. 3121 (Added);

Los Angeles, Calif. (Los Angeles International Airport)

Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°21'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles on each side of the Los Angeles ILS localizer E course extending from the Los Angeles 5-mile radius zone to the OM; within 2 miles on each side of the Los Angeles VOR 096° radial extending from the Hawthorne 3-mile radius zone to 4 miles E. of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N. of a line drawn between the points of INT of the Los Angeles 5-mile radius zone and the Santa Monica, Calif., 3-mile radius control zone, and excluding the portion within the Hawthorne Municipal Airport control zone.

AMENDMENTS Eff. on pub. (3/30/63) 28 F.R. 3120 (Rewritten);

Louisville. Ky.

Within a 5-mile radius of Standiford Field, Louisville, Ky., (Lat. 38°10'33" N, Long. 85°44'12" W); within a 5-mile radius of Bowman Field, Louisville, Ky., (Lat. 38°13'40" N, Long. 85°39'45" W); within 2 miles either side of the Standiford Field ILS localizer NE course, extending from the Standiford 5-mile radius zone to the INT of the localizer NE course and the Louisville VORTAC 328° radial; within 2 miles either side of the Standiford Field ILS localizer SW course, extending from the Standiford 5-mile radius zone to the OM; within 2 miles either side of the Louisville VORTAC 301° radial, extending from the Standiford 5-mile radius zone to the VORTAC, and within 2 miles either side of the Louisville VORTAC 331° radial, extending from the Bowman Field 5-mile radius zone to the VORTAC.

Lubbock, Tex.

Within a 5-mile radius of Lubbock Municipal Airport (Lat. 33°39'35" N, Long. 101°49'41" W); within a 5-mile radius of Reese AFB, Lubbock, Tex.; within 2 miles either side of the Lubbock RR E course, extending from Lubbock 5-mile radius zone to the RR; within 2 miles either side of the Lubbock RR N course, extending from the Reese 5-mile radius zone to 8 miles N of the RR; within 2 miles either side of the Lubbock VORTAC 302° and 122° radials, extending from the Lubbock 5-mile radius zone to 10 miles NW of the VORTAC and within 2 miles either side of the 180° bearing from the Lubbock LOM extending from the Lubbock 5-mile radius zone to the LOM.

Lufkin, Tex.

Within a 5-mile radius of Angelina County Airport (latitude 31°14'03" N., longitude 94°45'01" W.) and within 2 miles each side of the 304° bearing from the Lufkin RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

AMENDMENTS 9/19/63 28 F. R 6912 (Rewritten);

Lynchburg. Va.

Within a 5-mile radius of Preston Glenn Airport, Lynchburg, Va., (Lat. 37°19'40" N, Long. 79°12'05" W); and within 2 miles either side of the Lynchburg VORTAC 021° and 201° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Macon, Ga.

Within a 5-mile radius of Cochran Field, Macon, Ga. (latitude 32°41'35" N., longitude 83°38'50" W.); within a 5-mile radius of the Robins AFB, Macon, Ga. (latitude 32°38'30" N., longitude 83°35'35" W.): within 2 miles each side of the Macon VORTAC 316° radial extending from the Cochran Field 5-mile radius zone to 11.[illegible] miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 325° radial extending from the Cochran Field 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 138° radial, extending from the Robins AFB 5-mile radius zone to 13 miles SE of the VORTAC; and within 2 miles each side of the Robins AFB ILS localizer SE course, extending from the Robins AFB 5-mile radius zone to 7 miles SE of the airport.

AMENDMENTS 12/12/62 27 F.R. 12210 (Added);
9/19/63 28 F. R. 4610 (Rewritten); (Amend. Mod. 28 F R. 9250) Changed;

Madison, Wis.

Within a 5-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Truax VOR 134° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR, and within 2 miles each side of the Truax VOR 320° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR.

AMENDMENTS 9/19/63 28 F. R. 7901 (Rewritten);

Manchester, N. H.,

Within a 5-mile radius of Grenier Field, Manchester, N. H., (Lat. 42°55'55" N, Long. 71°26'20" W); within 2 miles either side of the 337° and 157° bearings from the Manchester RBN extending from the 5-mile radius zone to 10 miles SE of the RBN and within 2 miles either side of the Manchester VOR 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR from 0600 to 2300 hours, local time, Monday through Saturday and from 0700 to 2300 hours, local time, Sunday.

AMENDMENTS Eff. immed. (4/1/63) 28 F.R 3326 (Changed);

Mansfield, Ohio

Within a 5-mile radius of the Mansfield Municipal Airport (Lat. 40°49'15" N, Long. 82°30'45" W); within 2 miles either side of the Mansfield VORTAC 128° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Mansfield ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Marquette, Mich. (K. I. Sawyer AFB)

Within a 5-mile radius of the K. I. Sawyer AFB (Lat. 46°21'15" N, Long. 87°23'40" W); within 2 miles either side of the K. I. Sawyer VOR 009° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles either side of the K. I. Sawyer VOR 189° radial extending from the 5-mile radius zone to 15 miles S of the VOR.

PENDING AMENDMENT

In Marquette, Mich., (K. I. Sawyer AFB), "The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

3/5/64 29 F. R. 4 (Changed);

Marquette, Mich. (Marquette County Airport)

Within a 5-mile radius of the Marquette County Airport (Lat. 46°32'03" N, Long. 87°33'35" W); within 2 miles either side of the Marquette VOR 083° radial, extending from the 5-mile radius zone to 9 miles E of the VOR, and within 2 miles either side of the Marquette VOR 249° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR.

PENDING AMENDMENT

In Marquette, Mich. (Marquette County Airport), "The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority." is added.

3/5/64 29 F. R. 4 (Changed);

Martha's Vineyard, Mass.

Within a 5-mile radius of the Martha's Vineyard Airport (Lat. 41°23'35" N, Long. 70°36'56" W); within 2 miles either side of the 040° bearing from the Martha's Vineyard RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Martha's Vineyard VOR 052° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR, excluding the portions within the Falmouth, Mass., control zone and the portion within a 1.5-mile radius of the Katama Airpark (Lat. 41°21'45" N, Long. 70°31'30" W). This control zone is effective 0900 to 1700 hours, local time, daily, September 5 through June 22, and 0900 to 1900 hours, local time, daily, June 23 through September 4, annually.

AMENDMENTS 6/27/63 28 F. R. 4609 (Changed); AMENDMENTS 7/13/63 28 F. R. 6263 (Changed);

Martinsburg, Pa.

Within a 3-mile radius of Blair County Airport, Martinsburg, Pa.

Martinsburg, W. Va.

Within a 5-mile radius of the Martinsburg Airport (Lat. 39°24'05" N, Long. 77°59'00" W), within 2 miles either side of the Martinsburg RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR.

Marysville, Calif. (Beale AFB)

Within a 5-mile radius of Beale AFB (Lat. 39°08'10" N, Long. 121°26'05" W), and within 2 miles either side of the Beale AFB VOR 162° radial extending from the 5-mile radius zone to the VOR.

Marysville, Calif (Yuba County Airport)

Within a 5-mile radius of Yuba County Airport (Lat. 39°05'51" N, Long. 121°34'10" W); within 2 miles either side of the 158° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles S of the RBN, and within 2 miles either side of the 342° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles N of the RBN, excluding the portion within the Beale AFB, Calif., control zone.

Mason City, Iowa

Within a 5-mile radius of Mason City Municipal Airport (Lat. 43°09'30" N, Long. 93°20'05" W), and within 2 miles either side of the Mason City VORTAC 002° and 182° radials, extending from the 5-mile radius zone to 10 miles S of the VORTAC.

Massena, N. Y.

Within a 5-mile radius of Richards Field, Massena, N. Y., (Lat. 44°56'10" N, Long. 74°50'50" W).

McAlester, Okla.

Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.

Within a 5-mile radius of Miller International Airport (Lat. 26°10'40" N, Long. 98°14'25" W); within 2 miles either side of the McAllen VOR 095° and 322° radial, extending from the 5-mile radius zone to 7 miles E and NW of the VOR, excluding the portion outside of the United States.

McComb, Miss.

Within a 5-mile radius of McComb-Pike County Airport and within 2 miles either side of the McComb VOR 074° and 254° radials, extending from the 5-mile radius zone to 10 miles E of the VOR.

McGrath, Alaska
Within a 5-mile radius of McGrath Airport (Lat. 62°57'05" N, Long. 155°36'10" W), and within 2 miles either side of the McGrath RR SE course, extending from the 5-mile radius to 12 miles SE of the RR.

Medford, Oreg.
Within a 5-mile radius of Medford Municipal Airport (Lat. 42°22'15" N, Long. 122°52'20" W).

Melbourne, Fla.
Within a 5-mile radius of Melbourne-Eau Gallie Airport, Melbourne, Fla., (Lat. 28°06'05" N, Long. 80° 38'10" W); within a 5-mile radius of the Patrick AFB, Cocoa, Fla., (Lat. 28°14'15" N, Long. 80°36'35" W), and within 2 miles either side of the Melbourne RR N course extending from the Melbourne 5-mile radius zone to 10 miles N of the RR.

Memphis, Tenn. (Municipal Airport)
Within a 5-mile radius of the Memphis Municipal Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the Memphis VORTAC 112° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the Memphis Runway 35 ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Memphis VORTAC 284° radial, extending from the 5-mile radius zone to 6 miles W of the airport; and within 2 miles each side of the extended centerline of Runway 3, extending from the 5-mile radius zone to 5.5 miles NE of the airport; excluding the portion within a 1-mile radius of the Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

AMENDMENTS 9/19/63 28 F. R. 7707 (Rewritten);

Memphis, Tenn. (NAS Memphis)
Within a 5-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.); within 2 miles each side of the NAS Memphis TACAN 225° radial, extending from the 5-mile radius zone to 6 miles SW of the NAS; and within 2 miles each side of the NAS Memphis TACAN 035° radial, extending from the 5-mile radius zone to 7 miles NE of the NAS.

AMENDMENTS 9/19/63 28 F. R. 7707 (Rewritten);

PENDING AMENDMENT
Menominee, Mich.
Within a 5-mile radius of Menominee County Airport (latitude 45° 07' 25" N., longitude 87° 38' 20" W.) and within 2 miles either side of the Menominee VOR 351° radial, extending from the 5-mile radius zone to 8 miles north of the VOR from 0600 to 2100 hours local time, daily.
3/5/64 28 F. R. 14225 (Added);

Merced, Calif.
Within a 5-mile radius of Castle AFB, Merced, Calif., (Lat. 37°22'45" N, Long. 120°34'00" W); within a 5-mile radius of the Merced Airport, (Lat. 37°17'10" N, Long. 120°31'20" W); and within 2 miles either side of the Castle VOR 307° and 321° radials extending from the Merced 5-mile radius zone to the VOR, excluding the portion of the Merced 5-mile radius zone NE of a line 2 miles NE of and parallel to the Castle VOR 321° radial.

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (Lat. 32°19'55" N, Long. 88°44'55" W); within 2 miles either side of the Meridian VORTAC 314° radial, extending from the 5-mile radius zone to 12 miles NW of the VORTAC and within 2 miles either side of the Meridian ILS localizer S course extending from the 5-mile radius zone to the OM.

Meridian, Miss. (NAAS Meridian)
Within an 8-mile radius of NAAS Meridian (Lat. 32°33'18" N, Long. 88°33'35" W), and within 2 miles either side of the NAAS Meridian TACAN 001° radial extending from the 8-mile radius zone to 7 miles N of the TACAN, excluding the portion more than 5 miles from the NAAS between the 200° and 260° bearings from the airport.

Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (Lat. 25°47'35" N, Long. 80°17'10" W); within 2 miles either side of the Miami runway 9-L ILS localizer W course extending from the 5-mile radius zone to the runway 9-L ILS OM; within 2 miles either side of the Miami runway 27-L ILS localizer E course extending from the 5-mile radius zone to the runway 27-L ILS OM, and within 2 miles either side of the Miami VORTAC 138° radial extending from the 5-mile radius zone to the VORTAC.

Miami, Fla. (NARF Miami)
Within a 5-mile radius of NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° bearing from the Miami RBN extending from the 5-mile radius zone to the RBN, excluding the portion within the Miami International Airport control zone.

Midland, Tex.
Within a 5-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

AMENDMENTS 10/17/63 28 F. R. 9250 (Rewritten);

Midway Island
Within a 5-nmi radius of NAS Midway (Lat. 28°12'00" N, Long. 177°22'00" W).

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 2 miles each side of the 251° bearing from the Miles City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the Miles City VORTAC 226° radial, extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

AMENDMENTS 10/17/63 28 F. R. 8446 (Rewritten);

Millinocket, Maine:
Within a 5-mile radius of Millinocket Municipal Airport (latitude 45° 38' 50" N., longitude 68°41'10" W.) and within 2 miles either side of the 080° bearing from the Millinocket RBN extending from the 5-mile radius zone to 10 miles E of the RBN.

AMENDMENTS 1/10/63 27 F.R 11938 (Rewritten);

Millville, N. J.
Within a 5-mile radius of Millville Airport (Lat. 39°22'00" N, Long. 75°04'45" W), excluding that area NE of a line 2 miles NE of and parallel to the 135° bearing from the Milville RR.

Milton, Fla.
Within a 5-mile radius of NAAS Whiting, (North), Milton, Fla., (Lat. 30°43'15" N, Long. 87°01'45" W); within 2 miles either side of the Whiting RR NW course, extending from the 5-mile radius zone to 12 miles NW of the RR and within 2 miles either side of the Whiting TACAN 309° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Milwaukee, Wis. (Timmerman Airport)
Within a 3-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.) and within 2 miles each side of the Timmerman VOR 337° radial, extending from the 3-mile radius zone to 7 miles NW of the VOR, effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 12/12/63 28 F. R. 9426 (Rewritten);

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 12/12/63 28 F. R. 9426 (Rewritten);

Minchumina, Alaska
Within a 5-mile radius of the Minchumina Airport (Lat. 63°52'55" N, Long. 152°18'39" W) and within 2 miles either side of the Minchumina RR SE course, extending from the 5-mile radius zone to 12 miles SE of the RR.

Mineral Wells, Tex.
That airspace beginning at Lat. 32°47'40" N, Long. 97°58'30" W, extending clockwise along the arc of a 5-mile radius circle centered at the Mineral Wells Airport to a line 2 miles NE of and parallel to the Mineral Wells VORTAC 319° radial, thence SE along this parallel line to and including a 3-mile radius of the Mineral Wells Airport, thence clockwise to Lat. 32°47'40" N, thence E along this Lat. to point of beginning; within 2 miles either side of the Mineral Wells VORTAC 319° and 139° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.); within 2 miles either side of the Minneapolis ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM, and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to 17 miles NW of the airport.

AMENDMENTS 1/10/63 27 F.R 11499 (Rewritten);

Minneapolis, Minn., (Crystal Airport)

Within a 3-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.), and within 2 miles each side of the Minneapolis VORTAC 169° radial extending from the 3-mile radius zone to 5 miles N. of the airport, from 0600 to 2200 hours, local time, daily.

AMENDMENTS 5/2/63 28 F.R 3202 (Added);

Minneapolis, Minn., (Flying Cloud Airport)

Within a 3-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'25" W.), and within 2 miles each side of the Flying Cloud VOR 292° radial extending from the 3-mile radius zone to 7 miles W. of the VOR, from 0600 to 2200 hours, local time, daily.

AMENDMENTS 5/2/63 28 F.R. 3202 (Added);

Minot, N. Dak. (Minot International Airport)

Within a 5-mile radius of Minot International Airport (Lat. 48°15'45" N, Long. 101°16'50" W); within 2 miles either side of the Minot RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Minot VOR 254° and 074° radials extending from the 5-mile radius zone to 12 miles NE of the VOR.

Minot, N. Dak. (Minot AFB)

Within a 5-mile radius of the Minot AFB (Lat. 48°25'18" N. Long. 101°22'08" W) and within 2 miles either side of the Minot AFB ILS localizer SE course extending from the 5-mile radius zone to the OM.

PENDING AMENDMENT

In Minot, N. Dak. (Minot AFB), "The portion of this control zone within R-5403 shall be used only after obtainin prior approval from appropriate authority." is added.

3/5/64 29 F. R. 3 (Changed);

Miramar, Calif.

Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.

Within a 5-mile radius of Missoula County Airport (Lat. 46°55'00" N, Long. 114°05'15" W).

Mobile, Ala. (Bates Field)

Within a 5-mile radius of Bates Field (Lat. 30°41'15" N, Long. 88°14'25" W) and within 2 miles either side of the Mobile VORTAC 112° and 292° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Mobile, Ala. (Brookley AFB)

Within a 5-mile radius of Brookley AFB (Lat. 30°37'40" N, Long. 88°04'15" W), and within 2 miles either side of the Brookley VORTAC 150° radial extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

Modesto, Calif.

Within a 5-mile radius of Modesto City-County Airport (latitude 37°37'35" N., longitude 120°57'15" W.), within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, and within 2 miles each side of the Modesto VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion within R-2514. This control zone is effective from 0630 to 1900 hours, local time, daily.

AMENDMENTS 8/22/63 28 F.R. 4700 (Added);

Moline, Ill.

Within a 5-mile radius of Quad City Airport, Moline, Ill., (Lat. 41°26'54" N, Long. 90°30'30" W); within 2 miles either side of the Quad City ILS localizer W course extending from the 5-mile radius zone to 12 miles W of the OM, and within 2 miles either side of the Quad City ILS localizer E course extending from the 5-mile radius zone to 12 miles E of the INT of the localizer E course and the Cordova, Ill., VOR 199° radial.

PENDING AMENDMENT

Moline, Ill.

Within a 5-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.), within 2 miles each side of the Quad City ILS localizer W course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Quad City ILS localizer E course, extending from the 5-mile radius zone to the INT of the Quad City ILS localizer E course and the Cordova, Ill., 199° radial.

4/30/64 28 F. R. 13864 (Rewritten);

Monroe, La.

Within a 5-mile radius of Selman Airport, Monroe, La., (Lat. 32°30'28" N, Long. 92°02'20" W), and within 2 miles either side of the Monroe VORTAC 041° and 221° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Monterey, Calif.

Within a 5-mile radius of Monterey Peninsula Airport (latitude 36°35'22" N., longitude 121°51'02" W.) and within 2 miles either side of the 317° bearing from the Monterey ILS MM compass locator extending from the 5-mile radius zone to 7 miles NW of the compass locator, excluding the portion subtended by a chord drawn between the points of INT of the Monterey 5-mile radius zone with the Fort Ord, Calif. (Fritzsche AAF), 5-mile radius control zone. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/10/63 27 F.R. 11532 (Rewritten); 12/12/63 28 F. R. 11615 (Changed);

Montgomery, Ala.

Within a 5-mile radius of Dannelly Field, Montgomery, Ala., (Lat. 32°17'55" N, Long. 86°23'50" W); within a 5-mile radius of Maxwell AFB, Montgomery, Ala., (Lat. 32°22'45" N, Long. 86°21'40" W); within 2 miles either side of the Dannelly Field ILS localizer W course extending from the Dannelly Field 5-mile radius zone to the OM; within 2 miles either side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to the VORTAC; within 2 miles either side of the 149° bearing from the Prattville, Ala., RBN extending from the Maxwell AFB 5-mile radius zone to the RBN, and within 2 miles either side of the 171° bearing from the Prattville RBN extending from the Maxwell AFB 5-mile radius zone to the RBN.

Montpelier, Vt.

Within a 5-mile radius of Barre-Montpelier Airport (Lat. 44°12'15" N, Long. 72°33'45" W) and within 2 miles either side of the 034° bearing from the airport extending from the 5-mile radius zone to 13 miles NE of the airport.

Morgantown, W. Va.

Within a 5-mile radius of Morgantown Airport (Lat. 38°38'25" N, Long. 79°55'00" W), and within 2 miles each side of the 135° and 315° bearings from the Morgantown RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

AMENDMENTS 8/22/63 28 F. R. 8447 (Changed);

Morristown, N. J.

Within a 5-mile radius of the Morristown Airport (latitude 40°47'50" N., longitude 74°25'05" W.) and within 2 miles either side of the 227° bearing from the Chatham, N. J., RBN extending from the 5-mile radius zone to 7 miles SW of the RBN from 0700 to 2300 hours local time, daily, excluding the portion within a 1-mile radius of the Hanover Airport, Hanover, N. J. (latitude 40°50'20" N., longitude 74°20'45" W.).

AMENDMENTS 12/12/62 27 F.R. 12440 (Added);

Moses Lake, Wash.

Within a 5-mile radius of Larson AFB, Moses Lake, Wash., and within 2 miles W of and 1.5 miles E of the 161° bearing from Larson AFB extending from the 5-mile radius zone to the Larson LOM.

Moses Point, Alaska

Within a 5-mile radius of the Moses Point Airport (Lat. 64°41'49" N, Long. 162°02'42" W), and within 2 miles either side of the Moses Point RR E course extending from the 5-mile radius zone to 12 miles E of the RR.

Mountain Home, Idaho

Within a 5-mile radius of the Mountain Home AFB (Lat. 43°02'35" N, Long. 115°52'05" W), and within 2 miles either side of the 136° and 316° bearings from the AFB extending from the 5-mile radius zone to 8 miles NW and SE of the RR.

Mountain View, Calif. (NAS Moffett)

Within a 5-mile radius of NAS Moffett Field (latitude 37°24'55" N., longitude 122°02'50" W.); within a 1-mile radius of San Mateo County Airport of Palo Alto, Calif. (latitude 37°27'40" N., longitude 122°06'50" W.); within 2 miles either side of the Moffett TACAN 157° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles either side of the San Jose VOR 325° radial extending from the VOR to 7 miles NW of the VOR; excluding the portion SE of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

AMENDMENTS 5/2/63 28 F.R 2166 (Rewritten);

Mt. Clemens, Mich.

Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN. The portion within R-4203 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/7/63 28 F.R. 908 (Rewritten); 1/9/64 28 F. R. 12203 (Rewritten);

Muncie, Ind.

Within a 3-mile radius of the Delaware County Airport, Muncie, Ind. (latitude 40°14'26" N , longitude 85°23'43" W.), from 0700 to 2800 hours local time, daily.

AMEMDMENTS Eff. date 5/2/63 28 F. R. 2231 (Added); extended to 9/19/63 28 F. R 2979)

Muscle Shoals, Ala.

Within a 5-mile radius of Muscle Shoals Airport (Lat. 34°44'45" N, Long. 81°36'35" W) and within 2 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the 5-mile radius zone to 12 miles SE of the VOR.

Muskegon, Mich.

Within a 5-mile radius of Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.) and within 2 miles each side of the Muskegon VORTAC 271° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 5/2/63 28 F.R 4164 (Rewritten);

Myrtle Beach, S. C.

Within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'50" N., longitude 78°55'40" W.); within 2 miles either side of the Myrtle Beach VOR 039° radial extending from the 5-mile radius zone to 10 miles NE of the VOR, and within 2 miles either side of a line between the Myrtle Beach AFB and the Conway RBN.

AMENDMENTS 12/12/62 27 F.R. 12211 (Rewritten);

Nantucket, Mass.

Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the Nantucket VORTAC 045° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Nashville, Tenn.

Within a 5-mile radius of Nashville Municipal Airport (Berry Field) (Lat. 36°07'36" N. Long. 86°40' 58" W); within 2 miles either side of the 069° bearing from the Nashville RBN extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Nashville VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the 018° bearing from the Nashville ILS LOM extending from the 5 mile radius zone to the OM.

Needles, Calif.

Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.), and within 2 miles each side of the Needles VORTAC 272° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 6914 (Rewritten);

Newark, N. J.

Within a 5-mile radius of Newark Airport (Lat. 40°41'35" N, Long. 74°10'15" W) including the area between tangent lines extending from the Newark 5-mile radius zone to but not including the Teterboro, N. J., 5-mile radius zone; within 2 miles either side of the Newark ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

Nenana, Alaska

Within a 5 mile radius of Nenana FAA Airport (Lat. 64°32'50" N, Long. 149°04'35" W).

New Bedford, Mass.

Within a 5 mile radius of New Bedford Municipal Airport and within 2 miles either side of the New Bedford ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the localizer.

New Bern, N. C.

Within a 5-mile radius of Simmons-Nott Airport, New Bern, S. C.,(Lat. 35°04'20" N, Long. 77°02'35" W) and within 2 miles either side of the New Bern VOR 221° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Newburgh, N. Y.

Within a 5-mile radius of Stewart AFB, Newburgh, N. Y., and within 2 miles either side of the extended centerline of runway 9 extending from the 5-mile radius zone to 5 miles W of the OM.

New Iberia, La.

Within a 5-mile radius of NAAS New Iberia (Lat. 30°02'15" N, Long. 91°53'02" W); within 2 miles either side of the New Iberia TACAN 158° radial extending from the 5-mile radius zone to 10 miles SE of the TACAN, and excluding the portion within the Lafayette, La., control zone.

New Orleans, La. (New Orleans Airport)

Within a 5-mile radius of New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.), excluding the portion W of longitude 90°04'03" W.

AMENDMENTS On publ: 5/8/63 28 F.R. 4611 (Rewritten);

New Orleans, La. (New Orleans International Airport-Moisant Field)

Within a 5-mile radius of New Orleans International Airport (latitude 29°59'25" N., longitude 90°15'15" W.); within 2 miles each side of the New Orleans ILS localizer W course extending from the 5-mile radius zone to 2 miles E of the OM; within 2 miles each side of the New Orleans VORTAC 085° radial extending from the VORTAC to 7 miles E; within 2 miles each side of the New Orleans VORTAC 243° and 063° radials extending from the 5-mile radius zone to 1 mile NE of the VORTAC; within 2 miles each side of the 093° bearing from the New Orleans RBN extending from the 5-mile radius zone to 8 miles E of the RBN; and within 2 miles each side of the 072° bearing from the New Orleans RBN extending from the RBN to 8 miles E of the RBN, excluding the portions E of longitude 90°04'03" W.

AMENDMENTS On publ: 5/8/63 28 F.R. 4611 (Rewritten);

New Orleans, La. (NAS New Orleans-Alvin Callender Field).

Within a 5-mile radius of NAS New Orleans-Alvin Callender Field (latitude 29° 49' 40" N., longitude 90° 01' 25" W.); within 2 miles each side of the Navy New Orleans RBN 241° bearing, extending from the 5-mile radius zone to 8 miles SW of the RBN; and within 2 miles each side of the Navy New Orleans RBN 131° bearing, extending from the 5-mile radius zone to 8 miles SE of the RBN.

AMENDMENTS 1/9/64 28 F. R. 11613 (Rewritten);

Newport News, Va.

Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (Lat. 37°07'47" N, Long. 76°29' 46" W); within 2 miles either side of the Patrick Henry Airport ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM and within a 5-mile radius of the Felker AAF, Newport News, Va., (Lat. 37°07'55" N, Long. 76°36'30" W), excluding the portion within the Hampton Roads, Va. (Langley AFB), control zone.

New York, N. Y. (La Guardia Field)

Within a 5-mile radius of La Guardia Field (latitude 40°46'29" N., longitude 73°52'20" W.) and within 2 miles either side of the 031° bearing from latitude 40°49'14" N., longitude 73°50'38" W., extending from the 5-mile radius zone to 5.5 miles NE of latitude 40°49'14" N., longitude 73°50'38" W.

AMENDMENTS Eff. On Publ. 1/9/63 28 F.R. 212 (Rewritten);

New York, N. Y. (International Airport)

Within a 5-mile radius of New York International Airport (Lat. 40°38'29" N, Long. 73°46'41" W); within a 5-mile radius of NAS New York, N. Y., (Lat. 40°35'40" N, Long. 73°53'30" W); within 2 miles either side of the 121° bearing from the Idlewild RBN extending from the RBN to 10 miles SE of the RBN; within 2 miles either side of the 211° bearing from the Idlewild RBN extending from the New York International 5-mile radius zone to 19 miles SW of the RBN; and within 2 miles either side of the 010° bearing from the Scotland, N. J., RBN extending from the NAS New York 5-mile radius zone to the RBN.

Niagara Falls, N. Y.

Within a 5-mile radius of Niagara Falls Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

AMENDMENTS 1/9/64 28 F. R. 12340 (Rewritten);

Nome, Alaska

Within a 5-mile radius of Nome FAA Airport (Lat. 64°30'42" N, Long. 165°26'28" W), and within 2 miles either side of the Nome RR E course extending from the 5-mile radius zone to 12 miles E of the RR.

Norfolk, Va. (Norfolk Municipal)

Within a 5-mile radius of Norfolk Municipal Airport (Lat. 36°53'45" N, Long. 76°12'15" W), including the airspace bounded by a line 2 miles NW and parallel to the Norfolk VORTAC 221° radial and a line 2 miles SE and parallel to the Norfolk ILS SW course extending from the 5-mile radius zone to a point 6 miles SW of the OM.

Norfolk, Va. (NAS Norfolk)

Within a 5-mile radius of NAS Norfolk and within 2.5 miles either side of the Navy Norfolk RR W course extending from the 5-mile radius zone to 2.5 miles W of the Eclipse FM, excluding the portion within the Norfolk Municipal Airport control zone.

North, S. C.

Within an 8-mile radius of North AFAF and within 2 miles either side of a 233° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

North Bend, Oreg.

Within a 5-mile radius of North Bend Airport (Lat. 43°25'00" N, Long. 124°14'45" W).

North Philadelphia, Pa.

Within a 5-mile radius of North Philadelphia Airport (Lat. 40°04'45" N, Long. 75°00'35" W); within 2 miles either side of the North Philadelphia VOR 039° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the 048° bearing from Lat. 40°06'47" N, Long. 74°58'04" W, extending from the 5-mile radius zone to 12 miles NE of Lat. 40°06'47" N, Long. 74°58'04" W, excluding the portion within the Willow Grove, Pa., control zone.

North Platte, Nebr.

Within a 5-mile radius of Lee Bird Municipal Airport, North Platte, Nebr. (latitude 41°07'35" N., longitude 100° 41'50" W.); within 2 miles either side of the 179° bearing from the North Platte RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the North Platte VORTAC 030° and 210° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

AMENDMENTS 12/12/62 27 F.R. 12441 (Rewritten);

Northway, Alaska

Within a 5-mile radius of the Northway Airport (Lat. 62°57'43" N, Long. 141°55'27" W) and within 2 miles either side of the Northway RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR.

Oakland, Calif.

Within a 5-mile radius of Oakland International Airport (Lat. 37°43'25" N, Long. 122°12'56" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda control zone.

Oceana, Va.

Within a 5-mile radius of NAS Oceana, and within 3.5 miles either side of a 218° bearing from NAS Oceana extending from the 5-mile radius zone to 10 miles SW of the airport, excluding the portion within R-6606.

Ogden, Utah (Hill AFB)

Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), and within 2 miles each side of the Ogden VORTAC 345° and 166° radials, extending from 10 miles N of the VORTAC to the Layton, Utah, FM, excluding the portion which coincides with the (Ogden Municipal Airport) control zone.

AMENDMENTS 10/17/63 28 F. R. 9285 (Added);

Ogden, Utah (Ogden Municipal Airport)

Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), and within 2 miles each side of the Ogden VORTAC 345° and 166° radials, extending from 10 miles N of the VORTAC to the Layton, Utah, FM, excluding the portion S of a line extending from latitude 41°08'00" N., longitude 112°06'15" W., to latitude 41°10'45" N., longitude 111°55'02" W. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 10/17/63 28 F. R. 9285 (Rewritten);

Oklahoma City, Okla. (Tinker AFB)

Within a 5-mile radius of Tinker AFB (Lat. 35°25'37" N, Long. 97°23'11" W); the airspace from 2 miles W of the Tinker AFB VOR 360° radial to 2 miles E of the Tinker AFB TACAN 006° radial extending from the 5-mile radius zone to 13 miles N of the VOR, and from 2 miles W of the Tinker AFB VOR 180° radial to 2 miles E of the Tinker AFB TACAN 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR.

Oklahoma City, Okla. (Will Rogers Field)

Within a 5-mile radius of Will Rogers Field, Oklahoma City, Okla., (Lat. 35°23'43" N, Long. 97°36'31" W); within 2 miles either side of the ILS localizer N course extending from the 5-mile radius zone to the Tulakes, Okla., RBN; within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the ILS OM; within 2 miles SW and 3 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, and within a 5-mile radius of Wiley Post Airport, Oklahoma City, Okla. (Lat. 35°31'45" N, Long. 97°38'30" W); including the airspace within 2 miles either side of the Oklahoma City VORTAC 050° radial extending from the 5-mile radius zone to the VORTAC.

Olathe, Kans.

Within a 5-mile radius of NAS Olathe (Lat. 38°50'00" N, Long. 94°53'30" W); within 2 miles either side of of the 180° bearing from the Olathe RBN extending from the 5-mile radius zone to 12 miles S of the RBN, and within 2 miles either side of the Olathe Navy TACAN 353°, 038°, 188° and 233° radials extending from the 5-mile radius zone to 6 miles N, NE, S and SW of the TACAN.

Olympia, Wash.

Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'30" N., longitude 122°54'00" W.); within 2 miles either side of the Olympia VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles either side of the Olympia VOR 187° radial extending from the 5-mile radius zone to 8 miles S of the VOR.

AMENDMENTS 5/2/63 28 F.R 1718 (Added).

Omaha, Nebr. (Eppley Field)

Within a 5-mile radius of Eppley Field (Lat. 41°18'00" N, Long. 95°53'35" W), and within 2 miles either side of the Eppley Field ILS localizer NW course, extending from the 5-mile radius zone to 10 miles NW of the localizer.

Omaha, Nebr. (Offutt AFB)

Within a 5-mile radius of Offutt AFB (Lat. 41°07'20" N, Long. 95°34'35" W), and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., RBN extending from the Offutt AFB to 10 miles SW of Offutt AFB and within 2 miles either side of the Omaha VORTAC 072° and 252° radials extending from the Offutt AFB 5-mile radius zone to 2 miles NE of the VORTAC.

Ontario, Calif.,

Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.), and within 2 miles on each side of the ILS localizer E course extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of the Chino, Calif., Airport (latitude 33°58'30" N., longitude 117°38'10" W.)

AMENDMENTS 5/2/63 28 F.R 4124 (Rewritten);

Orlando, Fla.

Within a 5-mile radius of Orlando Municipal Airport (Lat. 28°32'40" N, Long. 81°19'55" W); within a 5-mile radius of McCoy AFB, Orlando, Fla., (Lat. 28°25'55" N, Long. 81°19'15" W), and within 2 miles either side of a 001° bearing from the McCoy AFB extending from the 5-mile radius zone to 10 miles S of the AFB.

Oscoda, Mich.

Within a 10-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM. The portion of this control zone within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Oshkosh, Wis.

Within a 5-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'
15" W.); within 2 miles each side of the Oshkosh VOR 176° radial, extending from the 5-mile radius zone to
7 miles S of the VOR, and within 2 miles each side of the Oshkosh ILS localizer W course, extending from the
5-mile radius zone to 5.5 miles W of the W end of Runway 9, from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/12/63 28 F. R. 8447 (Rewritten);

Ottumwa, Iowa

Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Oxnard, Calif. (Oxnard AFB)

Within a 5-mile radius of Oxnard AFB (Lat. 34°12'50" N, Long. 119°05'15" W), excluding the portion W of a line from Lat. 34°15'35" N, Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W.

Oxnard, Calif. (Ventura County Airport)

Within a 5-mile radius of Ventura County Airport (Lat. 34°12'02" N, Long. 119°12'10" W), excluding the portion E of a line from Lat. 34°15'35" N, Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W. The portion of this control zone within R-2527 shall be used only after obtaining prior approval from appropriate authority.

Paducah, Ky.

Within a 5-mile radius of Barkley Field, Paducah, Ky. (Lat. 37°03'40" N, Long. 88°46'20" W), and within 2 miles either side of a 220° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

Palacious, Tex.

Within a 3-mile radius of Palacios Airport (Lat. 38°43'35" N, Long. 96°15'15" W) and within 2 miles either side of the Palacios VOR 305° and 125° radials extending from the 5-mile radius zone to 10 miles NW of the VOR.

Palmdale, Calif.

Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif., (Lat. 34°37'45" N, Long. 118°04'54" W), and within 2 miles either side of the Palmdale VOR 232° radial extending from the 5-mile radius zone to the VOR

Panama City, Fla. (Tyndall AFB)

Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.), within 2 miles either side of the Tyndall AFB TACAN 308° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; within 2 miles either side of the 315° True bearing from the Tyndall RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Tyndall VOR 313° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Panama City, Fla., Restricted Area R-2912C.

AMENDMENTS 4/4/63 28 F.R. 2092 (Added);

Parkersburg, W. Va.

Within a 5-mile radius of Wood County Airport, Parkersburg, W. Va., and within 2 miles either side of the Parkersburg VOR 029° and 209° radials extending from the 5-mile radius zone to 10 miles NE of the VOR.

Pasco, Wash.

Within a 5-mile radius of Pasco Airport (latitude 46°15'50" N., longitude 119°06'55" W.); within 2 miles on each side of the Pasco VOR 036° radial extending from the 5-mile radius zone to 8 miles NE of the VOR and within 2 miles on each side of the Pasco VOR 132° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.). This control zone is effective from 0700 to 2100 hours, local time, daily.

AMENDMENTS 6/27/63 28 F. R. 4126 (Added);

Paso Robles, Calif.

Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

AMENDMENTS 9/19/63 28 F. R. 7670 (Rewritten);

Pellston, Mich.

Within a 5-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); within 2 miles each side of the 132° bearing from the Pellston RBN, extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles each side of the Pellston VOR 240° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 12/12/63 28 F. R. 9284 (Rewritten);

Pendleton, Oreg.

Within a 5-mile radius of Pendleton Airport (latitude 45°41'50" N., longitude 118°50'20" W.) and within 2 miles either side of the Pendleton RR NE course extending from the 5-mile radius zone to 8 miles NE of the RR

AMENDMENTS 1/10/63 27 F.R. 11532 (Rewritten);

Pensacola, Fla. (Pensacola Municipal)

Within a 5-mile radius of Pensacola Municipal Airport (Lat. 30°28'30" N, Long. 87°11'20" W); within 2 miles either side of the 165° bearing from the Pensacola RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the Pensacola ILS localizer NW course extending from the 5-mile radius zone to 15 miles NW of the localizer.

Pensacola, Fla. (NAAS Saufley Field)

Within a 5-mile radius of NAAS Saufley Field, excluding the portion within the Pensacola Municipal Airport control zone.

Pensacola, Fla. (Forrest Sherman Field)

Within a 5-mile radius of Forrest Sherman Field (Lat. 30°21'15" N, Long. 87°19'00" W).

Peoria, Ill.

Within a 5-mile radius of Greater Peoria Airport (Lat. 40°39'45" N, Long. 89°41'35" W); within 2 miles either side of the Peoria VORTAC 102° and 282° radials extending from the 5-mile radius zone to 12 miles W of the VORTAC, and within 2 miles either side of the Greater Peoria Airport ILS localizer SE course extending from the 5-mile radius zone to the OM.

AMENDMENTS 8/22/63 28 F. R. 7218 (Changed);

Peru, Ind.

Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (Lat. 40°39'38" N, Long. 86°08'31" W); within 2 miles either side of the Bunker Hill AFB VOR 042°, 226° and 231° radials extending from the 5-mile radius zone to 12 miles NE and SW of the VOR; within 2 miles either side of the Bunker Hill AFB TACAN 220° radial extending from the 5-mile radius zone to 10 miles SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (Lat. 40°31'43" N, Long. 86°03'33" W); and within 2 miles either side of the Kokomo VOR, 131° radial extending from the Kokomo 5-mile radius zone to 12 miles SE of the VOR.

Philadelphia, Pa.

Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphis ILS localizer W course extending from the 5-mile radius zone to the OM.

Philipsburg, Pa.

Within a 5-mile radius of Black Moshannon State Airport (Lat. 40°53'05" N, Long. 78°05'15" W).

Phoenix, Ariz. (Sky Harbor Airport)

Within a 5-mile radius of Sky Harbor Airport, Phoenix, Ariz., (latitude 33°26'10" N., longitude 112°00'45" W.) and within 2 miles either side of the Phoenix VORTAC 270° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 12/12/62 27 F.R. 12441 (Rewritten);

Phoenix, Ariz. (Luke AFB)

Within a 5-mile radius of Luke AFB (Lat. 33°32'05" N, Long. 112°22'55" W).

Pierre, S. Dak.

Within a 5-mile radius of Pierre Airport; within 2 miles either side of the Pierre RR E course extending from the 5-mile radius zone to 12 miles E of the RR and within 2 miles either side of the 260° and 80° radials of the Pierre VOR 260° and 080° radials extending from the 5-mile radius zone to 12 miles NE of the VOR.

Pittsburgh, Pa. (Allegheny County)

Within a 5-mile radius of Allegheny County Airport (latitude 40°21'15" N., longitude 79°55'40" W.); within 2 miles each side of the 257° bearing from the Pittsburgh RBN, extending from the 5-mile radius zone to 6 miles W of the RBN, and within 2 miles each side of the Pittsburgh VORTAC 047° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 7825 (Rewritten);

Pittsburgh, Pa. (Greater Pittsburgh)

Within a 5-mile radius of the Greater Pittsburgh Airport (Lat. 40°29'20" N, Long. 80°13'25" W); within 2 miles either side of the 090° bearing from the airport extending from the 5-mile radius zone to 10 miles E of the OM, and within 2 miles either side of the 270° bearing from the airport extending from the 5-mile radius zone to 10 miles W of the Clinton, Pa., RBN.

PENDING AMENDMENT

Pittsburgh, Pa. (Greater Pittsburgh)

Within a 6-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within 2 miles each side of the Runway 10-L-ILS localizer W course, extending from the 6-mile radius zone to the OM; within 2 miles each side of the Imperial, Pa., VORTAC 292° radial, extending from the 6-mile radius zone to 8 miles W of the VORTAC, and within 2 miles S and 3 miles N of the Runway 28-L-ILS localizer E course, extending from the 6-mile radius zone to the OM.

2/6/64 28 F. R. 12339 (Rewritten);

Plainview, Tex.

Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

AMENDMENTS 5/2/63 28 F.R 2269 (Rewritten); 1/9/64 28 F. R. 12084 (Rewritten);

Plattsburgh, N. Y.

Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Plattsburgh Municipal Airport (lat. 44°41'10" N, Long. 73°31'10" W); within 2 miles either side of the Plattsburgh AFB TACAN 338° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to the VOR

Pine Bluff, Ark. -

Within a 3-mile radius of Grider Field, Pine Bluff, Ark.; within 2 miles either side of a 177° bearing from the Pine Bluff RBN extending from the 5-mile radius zone to 5 miles S of the RBN, and within 2 miles either side of the Pine Bluff VOR 186° and 006° radials extending from the 5-mile radius zone to 5 miles N of the VOR.

Pocatello, Idaho

Within a 5-mile radius of Pocatello Municipal Airport; within 2 miles either side of the Pocatello RR W course extending from the 5-mile radius zone to 10 miles W of the RR, and within 2 miles either side of a 045° bearing from Pocatello Municipal Airport extending from the 5-mile radius zone to 10 miles NE of the airport.

Ponca City, Okla.

Within a 10-mile radius of Ponca City Municipal Airport.

Pontiac, Mich.

Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles W of the VOR, effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 12/12/63 28 F. R. 9426 (Rewritten);

Portland, Maine

Within a 5-mile radius of Portland Municipal Airport (Lat. 43°38'50" N, Long. 70°18'28" W) and within 2 miles either side of the Portland ILS localizer W course extending from the 5-mile radius zone to 5 miles W of the OM.

Portland, Oreg.

Within a 5-mile radius of Portland International Airport (Lat. 45°35'20" N, Long. 122°35'35" W).

Portsmouth, N. H.

Within a 5-mile radius of Pease AFB, Portsmouth, N. H., and within 2 miles either side of a 144° bearing from the AFB extending from the 5-mile radius zone to 10 miles SE of the OM.

Poughkeepsie, N. Y.

Within a 5-mile radius of Dutchess County Airport, Poughkeepsie, N. Y. (Lat. 41°37'40" N, Long. 73°53' 00" W).

Prescott, Ariz.

Within a 5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

AMENDMENTS 6/27/63 28 F. R. 4125 (Changed); 9/19/63 28 F. R. 7901 (Rewritten);

Presque Isle, Maine

Within a 5-mile radius of Presque Isle Airport (Lat. 46°41'30" N, Long. 68°02'30" W); within 5 miles either side of a 167° bearing from the airport extending from the 5-mile radius zone to 13.7 miles S of the airport.

Providence, R. I.

Within a 5-mile radius of Theodore Francis Green Airport, Providence, R. I., (Lat. 41°43'30" N, Long. 71°25'48" W), and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.

Within a 5-mile radius of Pueblo Memorial Airport (Lat. 38°17'30" N, Long. 104°30'00" W); within 2 miles either side of the Pueblo VORTAC 081° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC and within 2 miles either side of the Pueblo ILS localizer E course extending from the 5-mile radius zone to 11 miles E of the localizer.

Quantico, Va.

Within a 5-mile radius of MCAS Quantico (Lat. 38°30'10" N, Long. 77°18'20" W).

Quincy, Ill.

Within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 11/14/63 28 F. R. 9284 (Rewritten);

Quonset Point, R. I.

Within a 5-mile radius of NAS Quonset Point (Lat. 41°35'55" N, Long. 71°24'50" W); within 2 miles either side of the Navy Quonset VOR 146° radial extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles either side of the Navy Quonset TACAN 150° radial extending from the 5-mile radius zone to 9 miles SE of the TACAN, excluding the portion within the Providence R. I., control zone.

Raleigh, N. C.

Within a 5-mile radius of Raleigh-Durham Airport (Lat. 35°52'15" N, Long. 78°47'10" W) and within 2 miles either side of the Raleigh-Durham ILS localizer SW course extending from the 5-mile radius zone to the OM.

Rantoul, Ill.,

Within a 5-mile radius of Chanute AFB, Rantoul, Ill., (Lat. 40°17'40" N, Long. 88°08'20" W), and within 2 miles either side of the Chanute VOR 270° and 090° radials extending from the 5-mile radius zone to 12 miles E of the VOR.

Rapid City, S. Dak.

Within a 5-mile radius of Ellsworth AFB, Rapid City, S. Dak., (Lat. 44°08'40" N, Long. 103°06'10" W); within 2 miles either side of the extended centerline of the Ellsworth AFB runway 30 extending from the 5-mile radius zone to 17 miles SE of the approach end of runway 30; within a 5-mile radius of the Rapid City Municipal Airport (Lat. 44°02'35" N, Long. 103°03'30" W), and within 2 miles either side of the Rapid City VORTAC 335° and 155° radials extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Rawlins, Wyo.

Within a 5-mile radius of Rawlins Municipal Airport (latitude 41° 48' 15" N., longitude 107° 12' 05" W.).

AMENDMENTS 1/9/64 28 F. R. 11615 (Rewritten);

Reading, Pa.

Within a 5-mile radius of General Carl A. Spartz Airport, Reading, Pa. (Lat. 40°22'40" N, Long. 78°58'00" W).

NAAS Ream Field, Calif.

Within a 3-mile radius of NAAS Ream Field (Lat. 32°34'00" N, Long. 117°06'50" W), and the airspace W of Ream Field within the arc of a 6-mile radius circle centered on the Ream Field TACAN extending counterclockwise from a line 2 miles N of and parallel to the Ream Field TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion within the San Diego, Calif., control zone, and the portion under the jurisdiction of Mexico.

Redding, Calif.

Within a 5-mile radius of Redding Municipal Airport (latitude 40°30'35" N., longitude 122°17'30" W.), and within 2 miles each side of the Redding VOR 186° radial, extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch (latitude 40°30'00" N., longitude 122°22'35" W.). This control zone is effective from 0600 to 2100 hours, local time, Monday through Saturday and from 1100 to 2100 hours, local time, Sunday.

AMENDMENTS 6/27/63 28 F. R. 4611 (Added);

PENDING AMENDMENT

Redding, Calif.

Within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.). This control zone is effective from 0600 to 2100 hours, Monday through Saturday and from 1100 to 2100 hours, Sunday.

2/6/64 28 F. R. 12925 (Rewritten);

Red Bluff, Calif.

Within a 5-mile radius of Red Bluff Municipal (Bidwell Field) (Lat. 40°09'15" N, Long. 122°14'50" W)

PENDING AMENDMENT

Red Bluff, Calif.

Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif., (latitude 40° 09' 15" N., longitude 122° 14' 50" W.), and within 2 miles W and 2.5 miles E of the Red Bluff VORTAC 163° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

2/6/64 28 F. R. 12925 (Rewritten);

Redmond, Oreg.

Within a 5-mile radius of Roberts Field (Lat. 44°15'11" N, Long. 121°08'55" W) and within 2 miles either side of the Redmond VOR 090° radial extending from the 5-mile radius zone to the VOR.

Reno, Nev. (Reno Municipal Airport)

Within a 5-mile radius of Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.); within 2 miles each side of a 323° bearing from the Reno LMM, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on Stead AFB (latitude 39°40'25" N., longitude 119°52'40" W.); within 2 miles each side of the Reno ILS localizer N course, extending from the 5-mile radius zone to the Sparks, Nev., RBN, and within 2 miles each side of the Reno ILS localizer S course, extending from the 5-mile radius zone to 11 miles S of the airport, excluding the portion within the Reno (Stead AFB) control zone.

AMENDMENTS 9/19/63 28 F.R. 7669 (Rewritten); (Amend. Alt. 28 F.R. 9523);

Reno, Nev. (Stead AFB)

Within a 5-mile radius of Stead AFB (latitude 39°40'25" N., longitude 119°52'40" W.), from 30 minutes prior to sunrise to 0000 hours, local time, daily.

AMENDMENTS 9/19/63 28 F. R. 7669 (Rewritten);

Renton, Wash.

That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence clockwise via the circumference of a 3 mile radius circle centered at Renton Airport (Lat. 47°29'35" N, Long. 122°12'50" W) to Lat. 47°27'00" N, Long. 122°11'50" W, to Lat. 47°28'20" N, Long. 122°13'50" W, to Lat. 47°30'45" N, Long. 122°13'50" W, to the point of beginning, from 0700 to 2300 hours local time, daily.

Richmond, Va.

Within a 5-mile radius of Byrd Field, Richmond, Va., (Lat. 37°30'20" N, Long. 77°18'30" W); within 2 miles either side of the 212° bearing from the Richmond RBN extending from the 5-mile radius zone to 9 miles SW of the RBN, within 2 miles either side of the Richmond ILS localizer SW and NE courses extending from the 5-mile radius zone to 10 miles SW of the OM and 10 miles NE of the MM.

AMENDMENTS 8/22/63 28 F. R. 8022 (Changed);

Riverside, Calif.

Within a 5-mile radius of March AFB, Riverside, Calif., and within 2 miles either side of a line extending from March AFB through the Riverside VOR to 5 miles SW of the VOR.

Riverton, Wyo.

Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.); within 2 miles each side of the Riverton VOR 121° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the Riverton VOR 291° radial extending from the 5-mile radius zone to 8 miles NW of the VOR, from 0500 to 1700 hours, local time, daily.

AMENDMENTS 6/27/63 28 F. R. 4348 (Added);

Roanoke, Va.
Within a 5-mile radius of Woodrum Field, Roanoke, Va., (Lat. 37°19'30" N, Long. 79°58'35" W).

Rochester, Minn.
Within a 5-mile radius of Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 2 miles either side of the Rochester ILS localizer SE course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Rochester VOR 030° radial extending from the 5-mile radius zone to the VOR.

Rochester, N. Y.
Within a 5-mile radius of Rochester-Monroe County Airport (Lat. 43°07'20" N, Long. 77°39'55" W); within 2 miles either side of the Rochester ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM, and within 2 miles either side of the Rochester VOR 171° and 278° radials extending from the 5-mile radius zone to 10 miles S of and W of the VOR.

Rockford, Ill.
Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 12/12/63 28 F. R. 9424 (Rewritten);

Rocky Mount, N. C.
Within a 5-mile radius of Rocky Mount Airport and within 2 miles either side of the Rocky Mount VOR 263° and 083° radials extending from the 5-mile radius zone to 10 miles E of the VOR.

Rock Springs, Wyo.
Within a 5-mile radius of Rock Springs Municipal Airport (Lat. 41°35'45" N, Long. 109°04'00" W); within 2 miles each side of the 082° bearing from the Rock Springs RBN, extending from the 5-mile radius zone to the Point of Rocks FM and within 2 miles either side of the Rock Springs ILS localizer W course extending from the 5-mile radius zone to the Point of Rocks FM.

AMENDMENTS 8/22/63 28 F. R. 9250 (Changed);
PENDING AMENDMENT
Rock Springs, Wyo.
Within a 5-mile radius of Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.); within 2 miles each side of the Rock Springs ILS localizer E course, extending from the 5-mile radius zone to 6 miles E of the OM, and within 2 miles each side of the Rock Springs VORTAC 097° radial, extending from the 5-mile radius zone to 4 miles E of the VORTAC.
2/6/64 28 F. R. 13358 (Rewritten);

Rome, N. Y.
Within a 5-mile radius of Griffiss AFB, Rome, N. Y., (Lat. 43°14'10" N, Long. 75°24'25" W).

Roosevelt Roads, Puerto Rico
Within a 5-mile radius of NAS Roosevelt Roads (Lat. 18°15'05" N, Long. 65°38'35" W).

Roswell, N. Mex.
Within a 15-mile radius of Roswell RR and within 2 miles either side of the Roswell VOR 220° and 297° radials extending from the 15-mile radius zone to 10 miles SW and NW of the VOR.
PENDING AMENDMENT
Roswell, N. Mex. (Roswell Municipal Airport)
Within a 5-mile radius of Roswell Municipal Airport (latitude 33° 24' 20" N., longitude 104° 32' 55" W.); within 2 miles each side of the Roswell VOR 039° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Walker AFB, Roswell, N. Mex., VOR 262° radial, extending from the 5-mile radius zone to the VOR, excluding the portion S of a line extending from the Walker VOR to the Roswell VOR.
2/6/64 28 F. R. 12925 (Rewritten);

PENDING AMENDMENT
Roswell, N. Mex. (Walker AFB)
Within a 5-mile radius of Walker AFB (latitude 33° 18' 05" N., longitude 104° 31' 20" W.); within 2 miles SE and 3 miles NW of the Walker VOR 225° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles S of the liftoff end of Runway 17; within 2 miles each side of the Walker TACAN 228° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Roswell VOR 117° radial, extending from the 5-mile radius zone to the VOR, excluding the portion N of a line extending from the Roswell VOR to the Walker VOR.
2/6/64 28 F. R. 12925 (Added);

Sacramento, Calif (Sacramento Municipal)

Within a 5-mile radius of Sacramento Municipal Airport (Lat. 38°30'45" N, Long. 121°29'33" W), including a 1-mile radius of Reed AAF, Sacramento, Calif., (Lat. 38°31'00" N, Long. 121°23'45" W); within 2 miles either side of the Sacramento RR SW course extending from the 5-mile radius zone to the Clarksburg FM; and within 2 miles either side of the Sacramento ILS localizer NE course extending from the 5-mile radius zone to the McClellan AFB, Sacramento, Calif., control zone.

Sacramento, Calif. (Mather AFB)

Within a 5-mile radius of Mather AFB (Lat. 38°33'10" N, Long. 121°18'05" W) and within 2 miles either side of the Mather VOR 239° radial extending from the 5-mile radius zone to the VOR, excluding the portion NW of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W, and excluding the portion within the Sacramento Municipal control zone.

Sacramento, Calif. (McClellan AFB)

Within a 5-mile radius of McClellan AFB (Lat. 38°39'45" N, Long. 121°24'10" W) and within 2 miles either side of the McClellan VOR 183° radial extending from the 5-mile radius zone to the VOR, excluding the portion SE of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W.

Saginaw, Mich.

Within a 5-mile radius of Tri-City Airport (latitude 43°31'54" N., longitude 84°04'54" W.), within 2 miles each side of the 347° bearing from the Saginaw RBN, extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the Saginaw VOR 235°, 310° and 035° radials, extending from the 5-mile radius zone to 8 miles SW, NW and NE of the VOR.

AMENDMENTS 12/12/63 28 F. R. 9424 (Rewritten);

St. Charles, Ill.

Within a 3-mile radius of DuPage County Airport, St. Charles, Ill., (Lat. 41°54'45" N, Long. 88°14'35" W), and within 2 miles either side of the DuPage VOR 069° radial extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

St. Joseph, Mo.

Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 8/22/63 28 F R. 6913 (Rewritten);

St. Louis, Mo.

Within a 5-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 2 miles SE and 3 miles NW of the Lambert-St. Louis Municipal Airport ILS localizer SW course, extending from the 5-mile radius zone to 12 miles SW of the Lake RBN, and within 2 miles each side of the St. Louis VORTAC 142° radial, extending from the 5-mile radius zone to 7 miles NW of the NW end of the Lambert-St. Louis Municipal Airport Runway 12.

AMENDMENTS 8/22/63 28 F. R. 6725 (Rewritten);

St. Paul, Minn.

Within a 3-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44° 56' 10" N., longitude 93° 03' 40" W.) from 0600 to 2200 hours, local time, daily, or during specific times established in advance by a Notice to Airmen.
1/24/64 28 F. R. 14226 (Added);

Salem, Oreg. (McNary Airport)

Within a 3-mile radius of McNary Airport and within 2 miles either side of a 150° bearing from the airport extending from the 5-mile radius zone to 5 miles SE of the airport.

Salina, Kans.

Within a 5-mile radius of Salina Municipal Airport (Lat. 38°49'10" N, Long. 97°34'00" W), and within an 8-mile radius of Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W). The portion of this control zone within R-3601 shall be used only after obtaining prior approval from appropriate authority.

Salinas, Calif.

Within a 5-mile radius of Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'22" W.), excluding the portion subtended by a chord drawn between the points of INT of the Salinas 5-mile radius zone with the Fort Ord, Calif., (Fritzsche AAF) 5-mile radius zone.

AMENDMENTS 1/10/63 27 F.R. 11532 (Rewritten);

Salisbury, Md.

Within a 5-mile radius of Salisbury-Wicomico County Airport (Lat. 38°20'25" N, Long. 75°30'40" W).

Salt Lake City, Utah

Within a 5-mile radius of Salt Lake City Municipal Airport No. 1 (latitude 40°47'10" N., longitude 111° 58'05" W.); within 2 miles either side of the 346° bearing from the Salt Lake City RBN extending from the 5-mile radius zone to the Layton FM and within 2 miles either side of the 263° bearing from the Salt Lake City RBN extending from the 5-mile radius zone to 10 miles W of the RBN.

AMENDMENTS 2/7/63 28 F.R. 966 (Rewritten);

San Angelo, Tex.

Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 065° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the San Angelo ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the San Angelo VOR 311° radial; and within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 5-mile radius zone to 6.5 miles SW of the airport.

AMENDMENTS 11/14/63 28 F. R. 9285 (Rewritten);

San Antonio, Tex. (International Airport)

Within a 5-mile radius of San Antonio International Airport (Lat. 29°31'50" N, Long. 98°28'12" W); within 2 miles either side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the San Antonio No. 2 ILS localizer NW course extending from the 5-mile radius zone to the LOM.

San Antonio, Tex. (Randolph AFB)

Within a 5-mile radius of Randolph AFB (Lat. 29°32'09" N, Long. 98°16'57" W); within 2 miles either side of the La Vernia, Tex., VOR 338° radial, extending from the 5-mile radius zone to the La Vernia VOR, and within 2 miles either side of the 329° bearing from the Randolph RBN extending from the 5-mile radius zone to the Randolph RBN.

San Antonio, Tex. (Kelly AFB)

Within a 5-mile radius of Kelly AFB (Lat. 29°23'00" N, Long. 98°35'00" W); within 2 miles either side of the Kelly ILS localizer N course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Somerset, Tex., VOR 035° radial extending from the 5-mile radius zone to the Somerset VOR.

San Antonio, Tex. (Stinson Field)

Within a 3-mile radius of Stinson Field (Lat. 29°20'15" N, Long. 98°28'20" W), from 0700 to 2300 hours, local standard time, daily, excluding the portion within the Kelly AFB control zone.

San Bernardino, Calif. (Norton AFB)

Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of the OM, excluding the portion within a 1-mile radius of the Redland, Calif., Municipal Airport (latitude 34°05'05" N., longitude 117°08'35" W.)

AMENDMENTS 5/2/63 28 F.R. 4124 (Rewritten);

San Diego, Calif. (Lindbergh Field - NAS North Island)

Within a 5-mile radius of Lindbergh Field (Lat. 32°43'58" N, Long. 117°11'14" W); within a 5-mile radius of the NAS North Island TACAN (Lat. 32°41'41" N, Long. 117°13'21" W); within 2 miles either side of the Lindbergh Field VOR 287° radial extending from the 5-mile radius zone to 10 miles NW of the VOR, and within 2 miles either side of the NAS North Island TACAN 120°, 185° and 235° radials extending from the 5-mile radius zones to 6 miles SE, S and SW of the TACAN, excluding the portion of the Lindbergh Field 5-mile radius zone N of Lat. 32°47'00" N, and the portion within W-593.

San Diego, Calif. (San Diego County - Gillespie Field)

Within a 3-mile radius of the San Diego County-Gillespie Field (Lat. 32°49'26" N, Long. 116°58'18" W), from 0600 to 2200 hours local time, daily.

Sanford, Fla.

Within a 5-mile radius of NAS Sanford (Lat. 28°46'25" N, Long. 81°14'20" W) and within 2 miles either side of a 270° bearing from NAS Sanford RBN extending from the 5-mile radius zone to 12 miles W of the RBN.

San Francisco, Calif.

Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.

Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

AMENDMENTS 5/2/63 28 F.R. 2166 (Rewritten);

San Juan, P. R. (International Airport)

Within a 5-mile radius of the Puerto Rico International Airport (Lat. 18°26'40" N, Long. 66°00'20" W); within a 3-mile radius of the San Juan Air Terminal (Isla Grande) (Lat. 18°27'30" N, Long. 66°05'50" W); within 2 miles either side of the 067° and 281° bearings from the San Pat, P. R., RBN extending from the 5-mile radius zone to 12 miles W of the RBN, and within 2 miles either side of the San Juan VOR 058° and 087° radials extending from the 5-mile radius zone to 12 miles NE and E of the VOR.

San Rafael. Calif.

Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (Lat. 38°03'35" N, Long. 122°30'35" W).

Santa Ana, Calif. (MCAF Santa Ana)

Within a 3-mile radius of MCAF Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.), and within a 5-mile radius of Orange County Airport, Santa Ana, Calif. (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°41'15" N., longitude 117°48'10" W., the portion S of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°42'30" N., longitude 117°56'40" W., and the portion within a 1-mile radius of Mile Square MCOLF, Calif. (latitude 33°43'23" N., longitude 117°56'46" W.). This control zone will be effective from 0600 to 2400 hours, local time, daily.

AMENDMENTS 6/27/63 28 F. R. 4434 (Rewritten);

Santa Ana, Calif. (Orange County Airport)

Within a 5-mile radius of Orange County Airport (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°36'10" N., longitude 117°50'20" W., and the portion N of a line extending from latitude 33°41'15" N., longitude 117°48'10" N., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 6/27/63 28 F. R. 4434 (Added); (Eff. on pub.) 8/17/63 28 F. R. 8448 (Changed);

Santa Barbara, Calif.

Within a 5-mile radius of Santa Barbara Municipal Airport (Lat. 34°25'35" N, Long. 119°50'20" W), and within 2 miles either side of a 270° bearing from the airport extending from the 5-mile radius zone to 13 miles W of the airport.

Santa Fe, N. Mex.

Within a 5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05' 25" W.); within 2 miles each side of the extended centerline of runway 20, extending from the 5-mile radius zone to 5 miles SW of the SW end of runway 20; and within 2 miles each side of the Santa Fe VORTAC 007° radial, extending from the 5-mile radius zone to 11 miles N of the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 6911 (Rewritten);

Santa Maria, Calif.

Within a 5-mile radius of Santa Maria Airport, excluding the portion within R-2516.

Santa Monica, Calif.

Within a 3-mile radius of the Santa Monica Municipal Airport (Lat. 34°00'57" N, Long. 118°27'00" W), excluding the portion subtended by a chord drawn between the points of INT of the Santa Monica 3-mile radius zone with the Los Angeles, Calif., 5-mile radius zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

Santa Rosa, Calif.

Within a 3-mile radius of Sonoma County Airport, Santa Rose, Calif., (Lat. 38°30'30" N, Long. 122°48' 45" W), from 0600 to 2200 hours local time, daily, excluding the portion within R-2522.

Sarasota, Fla.
Within a 5-mile radius of the Sarasota-Bradenton Airport (Lat. 27°23'47" N, Long. 82°33'15" W), and within 2 miles either side of the Sarasota-Bradenton VOR 305° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective from 0600 to 2200 hours EST, daily.

Sault Ste. Marie, Mich (Kincheloe AFB)
Within a 10-mile radius of Kincheloe AFB; within 5 miles either side of the ILS localizer NW course extending from the 10-mile radius zone to 10 miles NW of the LOM, excluding that portion outside the United States.

PENDING AMENDMENT
In Sault Ste. Marie, Mich. (Kincheloe AFB), "The portion of this control zone within R-4205 shall be used only after obtaining prior approval from appropriate authority." is added.
3/5/64 29 F. R. 4 (Changed);

Sault Ste. Marie, Mich. (Sault Ste. Marie, Municipal Airport)
Within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), within 2 miles either side of the 113° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the Sault Ste. Marie VOR 146° and 326° radials extending from the 5-mile radius zone to 12 miles SE of the VOR, excluding the portion outside the United States.

12/12/62 27 F.R. 12211 (Rewritten);

Savannah, Ga.
Within a 5-mile radius of Travis Airport, Savannah, Ga., (Lat. 32°07'35" N, Long. 81°12'05" W); within a 5-mile radius of Hunter AFB, Savannah, Ga., (Lat. 32°00'35" N, Long. 81°08'45" W); within 2 miles either side of the extended centerline of the Hunter AFB E-W runway extending from the Hunter AFB 5-mile radius zone to 10 miles E of the runway; within 2 miles either side of the extended centerline of the Travis Field E-W runway extending from the Travis Field 5-mile radius zone to 10 miles W of the runway; and within 2 miles either side of the Savannah VORTAC 245° and 065° radials extending from the Travis Field 5-mile radius zone to 10 miles NE of the VORTAC.

Schenectady, N. Y.
Within a 5-mile radius of Schenectady County Airport (Lat. 42°51'20" N, Long. 73°55'55" W), and within 2 miles either side of a direct line extending from the Schenectady County Airport 5-mile radius zone to the Albany, N. Y., ILS OM.

Scottsbluff, Nebr.
Within a 5-mile radius of the Scottsbluff Municipal Airport (latitude 41°52'30" N., longitude 103°35'40" W.), and within 2 miles each side of the Scottsbluff VORTAC 259° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 12/12/63 28 F. R. 10330 (Rewritten);

Seattle, Wash. (NAS Seattle).
Within a 5-mile radius of NAS Seattle (latitude 47° 40' 50" N., longitude 122° 15' 10" W.), and within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47° 45' 25" N., longitude 122° 15' 25" W.), excluding the portion W. of longitude 122° 19' 30" W.

AMENDMENTS 1/9/64 28 F. R. 11613 (Rewritten); Alteration of Amend. 28 F. R. 11823

Seattle, Wash. (Seattle-Tacoma International Airport)
That airspace bounded by a line beginning at Lat. 47°29'20" N, Long. 122°13'50" W, thence S to Lat. 47° 28'20" N, Long. 122°13'50" W, thence SE to Lat. 47°27'00" N, Long. 122°11'50" W, thence clockwise along the arc of a 5 mile radius circle centered at the Seattle-Tacoma International Airport to Lat. 47°29'20" N. Long. 122°23'10" W, thence E to the point of beginning.

Seattle, Wash. (Boeing Airport)
That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence SW to Lat. 47° 30'45" N, Long. 122°13'50" W, thence S to Lat. 47°29'20" N, Long. 122°13'50" W, thence W to Lat. 47°29' 20" N, Long. 122°23'10" W, thence clockwise along the arc of a 5 mile radius circle centered on the Boeing Airport to the point of beginning.

Sedalia, Mo.

Within a 5-mile radius of Whiteman AFB, Sedalia, Mo., and within 2 miles either side of a 191° bearing from the AFB extending from the 5-mile radius zone to 20 miles SW of the AFB.

PENDING AMENDMENT

Sedalia, Mo.

Within a 5-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.); within 2 miles each side of the Whiteman VOR 010° radial, extending from the 5-mile radius zone to 2 miles N of the VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

3/5/64 28 F. R. 13929 (Rewritten);

Selma, Ala.

Within a 5-mile radius of Craig AFB, Selma, Ala., (Lat. 32°20'25" N, Long. 86°59'20" W).

Shemya, Alaska

Within a 5-mile radius of Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W); within 2 miles either side of a 104° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of a 284° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles W of the RBN, excluding the portion within R-2204.

Sheridan, Wyo.

Within a 5-mile radius of Sheridan County Airport (latitude 44°46'25" N., longitude 106°58'15" W.) and within 2 miles either side of the 134° bearing from the Sheridan RBN extending from the 5-mile radius zone to the Ucross, Wyo., FM.

AMENDMENTS 4/4/63 28 F.R. 3327 (Rewritten);

PENDING AMENDMENT

Sheridan, Wyo.

Within a 5-mile radius of Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.), and within 2 miles each side of the Sheridan VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC.

2/6/64 28 F. R. 13358 (Rewritten);

Sherman, Tex.

Within a 5-mile radius of Perrin AFB, Sherman, Tex. (Lat. 33°42'48" N, Long. 96°40'29" W), within 2 miles either side of the Perrin AFB VOR 002° and 179° radials extending from the 5-mile radius zone to 10 miles N and S of the VOR.

Shreveport, La. (Downtown Airport - Barksdale AFB)

Within a 5-mile radius of Shreveport Downtown Airport (Lat. 32°32'25" N, Long. 93°44'40" W), excluding the portion within the Greater Shreveport control zone; within 2 miles either side of the Shreveport RR NW course extending from the Downtown Airport 5-mile radius zone to 12 miles NW of the RR; within a 5-mile radius of the Barksdale AFB (Lat. 32°30'05" N, Long. 93°39'45" W); within 2 miles either side of the Shreveport VORTAC 155° radial extending from the Barksdale 5-mile radius zone to the VORTAC; and within 2 miles either side of the Barksdale AFB VOR 330° and 150° radials extending from the 5-mile radius zone to 3 miles SE of the VOR.

Shreveport, La. (Greater Shreveport)

Within a 5-mile radius of Greater Shreveport Municipal Airport (Lat. 32°26'45" N, Long. 93°48'25" W), and within 2 miles either side of the Greater Shreveport ILS localizer SE and NW courses extending from the 5-mile radius zone to 15 miles SE of the localizer and to 5 miles NW of the LOM.

Sidney, Nebr.

Within a 3-mile radius of Sidney Airport and within 2 miles either side of the Sidney VOR 079° and 259° radials extending from the 3-mile radius zone to 12 miles W of the VOR.

Simmons Army Airfield, N. C.

Within a 5-mile radius of Simmons AAF (Lat. 35°07'55" N, Long. 78°56'05" W), excluding the portion within the Fort Bragg, N. C., control zone.

Sioux City, Iowa

Within a 5-mile radius of Sioux City Municipal Airport (Lat. 42°24'10" N, Long. 96°23'10" W); within 2 miles either side of the Sioux City RR S course, extending from the 5-mile radius zone to 8 miles S of the RR; within 2 miles either side of the Sioux City VORTAC 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC, and within 2 miles either side of the 136° and 316° bearings from the Sioux City LOM extending from the 5-mile radius zone to 10 miles SE of the OM.

Sioux Falls, S. Dak.

Within a 5-mile radius of Sioux Falls Airport (Foss Field); within 2 miles either side of the Sioux Falls VORTAC 336° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Sioux Falls ILS localizer SW course extending from the 5-mile radius zone 12 miles SW of the OM and within 2 miles either side of the ILS localizer NE course extending from the 5-mile radius zone to 16 miles NE of the localizer.

AMENDMENTS 4/4/63 28 F.R. 3258 (Changed);

Sitka, Alaska

Within a 5-mile radius of Sitka Harbor Seaplane Base (latitude 57°03'30" N., longitude 135°21'30" W.); within 2 miles each side of the Sitka RR NE and SW courses, extending from the 5-mile radius zone to 2 miles SW of the RR, and within 2 miles each side of the Biorka, Alaska, VORTAC 027° and 207° radials, extending from the 5-mile radius zone to 2 miles SW of the VORTAC.

AMENDMENTS 9/19/63 28 F. R. 7667 (Rewritten);

Smyrna, Tenn.

Within a 5-mile radius of Sewart AFB, Smyrna, Tenn., and within 2 miles either side of a 139° bearing from the Sewart AFB RBN extending from the 5-mile radius zone to 10 miles SE of the RBN.

South Bend, Ind.

Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat. 41°42'15" N, Long. 86°18'

South Weymouth, Mass.

Within a 5-mile radius of NAS South Weymouth (Lat. 42°08'55" N, Long. 70°56'25" W); within 2 miles either side of the 336° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; and within 2 miles either side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Spartanburg, S. C.

Within a 5 mile radius of Spartanburg Municipal Airport (Lat. 34°54'55" N, Long. 81°57'35" W) and within 2 miles either side of the 237° bearing from the Spartanburg RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

Spokane, Wash.

Within a 5 mile radius of Spokane International Airport (Lat. 47°37'35" N, Long. 117°32'05" W) and within a 5-mile radius of Fairchild AFB, Spokane, Wash. (Lat. 47°36'55" N, Long. 117°39'20" W).

Springfield, Ill.

Within a 5-mile radius of Capital Airport, Springfield, Ill. (Lat. 39°50'35" N, Long. 89°40'35" W); within 2 miles either side of the Springfield RR NE and SW courses extending from the 5-mile radius zone to 12 miles SW of the RR' within 2 miles either side of the Capital VOR 040° radial extending from the 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of 042° and 222° bearings from the ILS LOM extending from the 5-mile radius zone to 12 miles SW of the LOM.

AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);

PENDING AMENDMENT

In the Springfield, Ill., control zone, "within 2 miles either side of the Springfield RR NE and SW courses extending from the 5-mile radius zone to 12 miles SW of the RR" is deleted and "within 2 miles each side of the 034° and 214° bearings from the Springfield RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN" is substituted therefor.

2/6/64 28 F. R. 13357 (Changed);

Springfield, Mo.

Within a 5-mile radius of Springfield Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); within 2 miles either side of the 321° bearing from the Springfield RBN extending from the 5-mile radius zone to 8 miles NW of the RBN, and within 2 miles either side of the 019° and 199° radials of the Springfield VORTAC extending from the 5-mile radius zone to 8 miles NE of the VORTAC.

AMENDMENTS 12/13/62 27 F.R. 11457 (Rewritten);

PENDING AMENDMENT

Springfield, Mo.

Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC.

3/5/64 29 F. R. 132 (Rewritten);

Springfield, Ohio
Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of a 051° bearing from the end of the NE - SW runway extending from the 5-mile radius zone to 10 miles NE of the airport.

Stockton, Calif.
Within a 5-mile radius of Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.); within 2 miles each side of the Stockton VORTAC 321° radial, extending from the 5-mile radius zone to the VORTA and within 2 miles each side of the Stockton ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM.

AMENDMENTS 1/9/64 28 F. R. 12339 (Rewritten);

Summit, Alaska
Within a 5-mile radius of Summit Airport (Lat. 63°19'55" N, Long. 149°07'30" W).

Sumter, S. C.
Within a 5-mile radius of Shaw AFB, Sumter, S. C.

Syracuse, N. Y.
Within a 5-mile radius of Clarence E. Hancock Airport, Syracuse, N. Y., (Lat. 43° 06" 50" N, Long. 76° 06' 35" W.); within 2 miles either side of the Syracuse ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM; within 2 miles each side of the 086° and 266° bearings from the Syracuse RBN, extending from the 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Syracuse VORTAC 120° and 300° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

AMENDMENT 10/5/63 28 F. R. 9345 (Changed)

Tacoma, Wash.
Within a 5-mile radius of McChord AFB, Tacoma, Wash., (Lat. 47°08'20" N, Long. 122°28'05" W), and within 2 miles either side of the McChord RR N course extending from the 5-mile radius zone to the RR. The portion of the control zone within R-6703 shall be used only after obtaining prior approval from appropriate authority.

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W).

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (Lat. 30°23'33" N, Long. 84°21'06" W), and within 2 miles either side of the 299° bearing from the Tallahassee RBN extending from the 5-mile radius zone to 12 miles NW of the RBN.

Tampa, Fla.
Within a 5-mile radius of Tampa International Airport (Lat. 27°58'30" N, Long. 82°31'40" W); within a 5-mile radius of the Mac Dill AFB (Lat. 27°51'05" N, Long. 82°31'15" W); within a 5-mile radius of St. Petersburg-Clearwater International Airport (Lat. 27°54'40" N, Long. 82°41'10" W); within 2 miles either side of a line extending from the Tampa International Airport to the Tampa RBN; within 2 miles either side of the 137° bearing from the Tampa RBN extending from the Mac Dill AFB 5-mile radius zone to 10 miles SE of the RBN; within 2 miles either side of the St. Petersburg VORTAC 340° radial extending from the St. Petersburg-Clearwater International Airport 5-mile radius zone to 10 miles NW of the VORTAC, and within 5 miles either side of a line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

Tanana, Alaska
Within a 5-mile radius of Tanana Airport (Lat. 65°10'25" N, Long. 152°06'35" W).

Terre Haute, Ind.
Within a 5-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Terre Haute VOR 051° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

AMENDMENTS 10/17/63 28 F. R. 9425 (Rewritten);

Teterboro, N. Y.
Within a 5-mile radius of Teterboro Air Terminal (Lat. 40°51'05" N, Long. 74°03'40" W).

Texarkana, Ark.
Within a 5-mile radius of Texarkana Municipal Airport (Lat. 33°27'20" N, Long. 93°59'15" W), and within 2 miles either side of the Texarkana VORTAC 129° and 309° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC

Toledo, Ohio
Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the Toledo ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

Topeka, Kans. (Forbes AFB)
Within a 5-mile radius of Forbes AFB (latitude 38°57'10" N., longitude 95°39'50" W.), within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN, and within 2 miles each side of the Forbes AFB ILS localizer SE course, extending from the 5-mile radius zone to 1 mile SE of the OM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Philip Billard Airport) control zone.

AMENDMENTS 8/22/63 28 F R 6494 (Added).

Topeka, Kans. (Philip Billard Airport)
Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone

AMENDMENTS 8/22/63 28 F R 6494 (Added).

Torrance, Calif.
Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), from 0600 to 2200 hours, local time, daily.

AMENDMENTS 12/13/62 27 F.R 12166 (Rewritten)

Traverse City, Mich.
Within a 5-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.); within 2 miles either side of the 137° bearing from the Traverse City RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles either side of the Traverse City VOR 338° and 158° radials extending from the 5-mile radius zone to 8 miles S of the VOR.

AMENDMENTS 2/7/63 27 F.R 12209 (Rewritten)

Trenton, N. J.
Within a 5-mile radius of Mercer County Airport, Trenton, N. J., (Lat. 40°16'33" N, Long. 74°48'55" W) excluding the portion within the North Philadelphia, Pa., control zone

AMENDMENTS 12/12/62 27 F.R 12441 (Rewritten)

Tri-City, Tenn.
Within a 5-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); within 2 miles on each side of the Tri-City ILS localizer NE course extending from the 5-mile radius zone to the OM; and within 2 miles on each side of the 043° and 223° bearings from the Boone RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

AMENDMENTS 5/30/63 28 F.R 3585 (Rewritten).

Troutdale, Oreg.
Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W), excluding the portion within R-5703. This control zone shall be effective from 0600 to 2200 p.s.t., daily.

Truth or Consequences, N. Mex.
Within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.)

AMENDMENTS 1/9/64 28 F. R. 9980 (Rewritten);

Tucson, Ariz. (Davis-Monthan AFB)
Within a 5-mile radius of Davis-Monthan AFB (Lat. 32°10'00" N, Long. 110°53'00" W), and within a 1-mile radius of Downtown Tucson Airport (Lat. 32°11'10" N, Long. 110°56'55" W), excluding the portion SW of a line extending from Lat. 32°11'16" N, Long. 110°57'58" W, to Lat. 32°05'45" N, Long. 110°51'40" W.

Tucson, Ariz. (Tucson Municipal)

Within a 5-mile radius of Tucson Municipal Airport (Lat. 32°07'05" N, Long. 110°56'35" W), excluding that portion NE of a line extending from Lat. 32°11'16" N, Long. 110°57'58" W, to Lat. 32°05'45" N, Long. 110° 51'40" W.

Tucumcari, N. Mex.

Within a 5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.), within 2 miles each side of the Tucumcari VOR 033° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; and within 2 miles each side of the Tucumcari VOR 078° radial, extending from the 5-mile radius zone to 8 miles E of the VOR

AMENDMENTS 9/19/63 28 F R. 7588 (Rewritten).

Tulsa, Okla.

Within a 5-mile radius of Tulsa Municipal Airport (Lat. 36°12'01" N, Long. 95°53'15" W); within 2 miles either side of the Tulsa ILS localizer N course extending from the 5-mile radius zone to the Owasso, Okla., RBN; within 2 miles either side of the Tulsa VORTAC 268° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the OM.

Tuscaloosa, Ala.

Within a 5-mile radius of Van De Graaff Airport, Tuscaloosa, Ala., (Lat. 33°13'35" N, Long. 87°36' 35" W), and within 2 miles either side of the Tuscaloosa VORTAC 060° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Twin Falls, Idaho

Within a 5-mile radius of Twin Falls Municipal Airport (latitude 42°29'05" N., longitude 114°29'15" W.) and within 2 miles either side of the Twin Falls VOR 086° and 279° radials extending from the 5-mile radius zone to 8 miles E and 8 miles W of the VOR, from 0700 to 0100 hours, local time, daily.

AMENDMENTS 5/2/63 28 F R 1718 (Added).

PENDING AMENDMENT

Twin Falls, Idaho

Within a 5-mile radius of Twin Falls Municipal Airport (latitude 42° 29' 05" N., longitude 114° 29' 15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, from 0700 to 0100 hours, local time, daily.

2/6/64 28 F. R. 13357 (Rewritten);

Tyler, Tex.

Within a 5-mile radius of Pounds Field, Tyler, Tex., (Lat. 32°21'17" N, Long. 95°23'55" W); within 2 miles either side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to the INT of the Pounds Field ILS localizer SE course and the Gregg County, Tex., VOR 265° radial.

Unalakleet, Alaska

Within a 5-mile radius of Unalakleet Airport (Lat. 63°53'10" N, Long. 160°47'30" W), and within 2 miles either side of the Unalakleet RR W course extending from the 5-mile radius zone to 12 miles W of the RR.

Utica, N. Y.

Within a 5-mile radius of Oneida County Airport, Utica, N. Y., (Lat. 43°08'45" N, Long. 75°22'55" W) and within 2 miles either side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica RBN, excluding the portion within the Griffis AFB control zone.

Valdosta, Ga. (Moody AFB)

Within a 10-mile radius of Moody AFB, Valdosta, Ga.

Valdosta, Ga. (Valdosta Municipal Airport)

Within a 5-mile radius of Valdosta Municipal Airport and within 2 miles either side of the Valdosta VOR 004° and 184° radials extending from the 5-mile radius zone to 10 miles SW of the VOR, excluding the portion within the Moody AFB control zone.

Van Nuys, Calif.

Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.) excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N. longitude 118°25'40" W

AMENDMENTS 3/7/63 28 F R 521 (Added).

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (latitude 27°39'15" N , longitude 80°24'55" W)

AMENDMENTS 12/12/62 27 F.R 12211 (Rewritten).

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif., (Lat. 34°35'50" N, Long. 117°22'35" W), and within 2 miles either side of the George AFB VOR 355° and 005° radials extending from the 5-mile radius zone to 11 miles N of the VOR.

Waco, Tex.
Within a 5-mile radius of Waco Municipal Airport (latitude 31°36'40' N longitude 97°13'40' W) within a 5-mile radius of James Connally AFB, Waco, Tex (latitude 31°38'20" N , longitude 97°04'25" W); and within 2 miles each side of direct lines from James Connally AFB, extending from the James Connally 5-mile radius zone to latitude 31°47'12" N., longitude 97°03'05" W . and to the Prairie Hill RBN

AMENDMENTS Eff on publ (5/24/63) 28 F.R 5187 (Rewritten)

Wake Island
Within a 5-mile radius of Wake Island (Lat. 19°18'00" N, Long. 166°38'00" E); within 2 miles either side of the Wake Island VORTAC 306° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the 101° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the 281° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City-County Airport (Lat 46°05'35" N, Long. 118°17'20" W)

Walnut Ridge, Ark.
Within a 3-mile radius of Walnut Ridge Airport (Lat. 36°07'30" N, Long. 90°55'25" W), and within 2 miles either side of the Walnut Ridge VOR 244° radial extending from the 3-mile radius zone to 10 miles SW of the VOR.

Washington, D. C.
Within a 5-mile radius of Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.) within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060° radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.
AMENDMENTS 12/12/62 27 F.R. 12210 (Changed); 28 F.R. 1419 (Rewritten)(Amend. Alteration Eff date changed to 3/7/63 28 F.R. 2004); 8/22/63 28 F R 6913 (Rewritten);

Waterloo, Iowa
Within a 5-mile radius of Waterloo Municipal Airport (Lat. 42°33'22" N, Long. 92°23'59" W); within 2 miles either side of the Waterloo VORTAC 120° and 314° radials extending from the 5-mile radius zone to 12 miles SE and NW of the VORTAC and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to the OM.

Watertown, N. Y.
Within a 5-mile radius of Watertown Airport (Lat. 43°59'20" N, Long. 76°01'20" W), and within 2 miles either side of the Watertown VOR 215° radial extending from the 5-mile radius zone to 10 miles SW of the VOR.

Watertown, S. Dak.
Within a 5-mile radius of Watertown Airport (Lat. 44°54'35" N, Long. 97°09'30" W), and within 2 miles either side of the Watertown VORTAC 006° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Wausau, Wis.
Within a 5-mile radius of Wausau Municipal Airport (Lat. 44°55'35" N, Long. 89°37'35" W), and within 2 miles either side of the Wausau VOR 166° and 346° radials extending from the 5-mile radius zone to 10 miles SE of the VOR.

Westfield, Mass.

Within a 5-mile radius of Barnes Airport, Westfield, Mass., (Lat. 42°09'35" N, Long. 72°42'55" W), and within 2 miles each side of the 189° bearing from the Westfield RBN, extending from the 5-mile radius zone to the RBN,

excluding the portion within the Westover AFB, Mass., control zone This control zone shall be in effect from 0700 to 2300 hours, local standard time, daily.

AMENDMENTS 9/6/63 28 F. R. 9345 (Changed);

Westhampton Beach, Long Island, N.Y.

Within a 5-mile radius of Suffolk County AFB, Westhampton Beach, Long Island, N.Y. (latitude 40°50'40" N., longitude 72°37'45" W.).

AMENDMENTS 12/12/62 27 F.R 12210 (Rewritten).

Westover, Mass.

Within a 5-mile radius of Westover AFB (Lat. 42°11'40" N, Long. 72°32'15" W); within 2 miles either side of the Westover TACAN 028° radial extending from the 5-mile radius zone to 10 miles NE of the TACAN and within 2 miles either side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 12 miles NE of the OM. The portion of this control zone within R-4108 shall be used only after obtaining prior approval from the appropriate authority.

West Palm Beach, Fla.

Within a 5-mile radius of West Plam Beach International Airport (latitude 26° 41' 25" N., longitude 80° 05' 35" W.) and within 2 miles each side of the West Palm Beach RBN 270° bearing, extending from the 5-mile radius zone to 10 miles W of the RBN.

AMENDMENTS 12/10/63 28 F.R. 11185 (Rewritten); (Amend. Alt. 28 F.R. 12203)

Wheeling, W. Va.

Within a 5-mile radius of Wheeling-Ohio County Airport (Lat. 40°10'25" N, Long. 80°38'55" W); within 2 miles either side of the centerline of the NE - SW runway extending from the 5-mile radius zone to 10 miles SW of the airport, and within 2 miles either side of a direct line from the airport extending from the 5-mile radius zone to the Wheeling VOR.

PENDING AMENDMENT

Wheeling, W. Va.

Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the

2/6/64 28 F. R. 12339 (Rewritten);

Whidbey Island, Wash.

Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'05" N., longitude 122°39'20" W.); within a 5-mile radius of the INT of the N/S and E/W sealane landing areas latitude 48°14'55" N., longitude 122°35'15" W.) Oak Harbor Seaplane Base, Whidbey Island, Wash., and within a 1-mile radius of OLF Coupeville Airport, Coupeville, Wash. (latitude 48°11'20" N., longitude 122°37'50" W.).

AMENDMENTS 6/27/63 28 F.R. 4125 (Rewritten); (Amend. Mod. 28 F.R. 6726);

White Plains, N. Y.

Within a 5-mile radius of Westchester County Airport (Lat. 41°04'05" N, Long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita, Kans. (Wichita Municipal)

Within a 5-mile radius of Wichita Municipal Airport; within 2 miles either side of the 020° and 200° bearings from the Wichita ILS LOM extending from the 5-mile radius zone to 12 miles S of the LOM and within 2 miles either side of the Wichita VOR 180° and 360° radials extending from the 5-mile radius zone to 12 miles N of the VOR.

Wichita, Kans. (McConnell AFB)

Within a 7-mile radius of McConnell AFB; within 2 miles either side of a 192° bearing from the Wichita AFB RBN extending from the 7-mile radius zone to 12 miles S of the RBN. The portion of this control zone within the Wichita (Municipal) control zone is excluded.

Wichita Falls, Tex.

Within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex.; within 2 miles either side of the centerline of the SE/NW runway extending from the 5-mile radius zone to 10 miles SE of the Wichita Falls LOM, and within 2 miles either side of the Wichita Falls VORTAC 286° radial extending from the 5-mile radius zone to 10 miles W of the VORTAC.

Wilkes-Barre, Pa.
Within a 5-mile radius of Wilkes-Barre-Scranton Airport and within 2 miles either side of the extended centerline of runway 4 extending from the 5-mile radius zone to the Crystal Lake, Pa., RBN.

Williamsport, Pa.
Within a 5-mile radius of Williamsport-Lycoming County Airport (Lat. 41°14'30" N, Long. 76°55'20" W); and within 2 miles either side of the Williamsport RR W course extending from the 5-mile radius zone to the RR.

Willow Grove, Pa.
Within a 5-mile radius of Lat. 40°11'40" N, Long. 75°06'25" W, and within 2 miles either side of the Yardley, Pa., VOR 246° radial extending from the 5-mile radius zone to the VOR.

Wilmington, Del.
Within a 5-mile radius of Greater Wilmington Airport (Lat. 39°40'42" N, Long. 75°36'27" W), within 2 miles either side of the Greater Wilmington ILS localizer S course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the New Castle, Del., VORTAC 235° radial extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Wilmington, N. C.
Within a 5-mile radius of New Hanover County Airport, Wilmington, N. C (latitude 34°16'15" N., longitude 77°54'05" W.), and within 2 miles each side of the 159° bearing from the ILS MM, extending from the 5-mile radius zone to 12 miles SE of the MM

AMENDMENTS 9/15/63 28 F R 9345 (Rewritten).

Wilmington, Ohio
Within a 5-mile radius of Clinton County AFB, Wilmington, Ohio (Lat. 39°26'00" N, Long. 83°48'00" W) and within 2 miles either side of the 037° bearing from the Clinton County RBN extending from the 5-mile radius zone to 12 miles NE of the RBN

Windsor Locks, Conn.
Within a 5-mile radius of Bradley Field, Windsor Locks, Conn., (Lat. 41°56'25" N, Long. 72°41'16" W); and within 2 miles either side of the Bradley ILS localizer S course extending from the 5-mile radius zone to 10 miles S of the localizer.

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.); within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

AMENDMENTS 8/22/63 28 F R 6678 (Rewritten);

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and within 2 miles each side of the 354° bearing from the Winslow RBN, extending from the 6-mile radius zone to 6 miles N of the RBN.

AMENDMENTS 9/19/63 28 F R 7669 (Rewritten);

Winston-Salem, N. C.
Within a 5-mile radius of Smith-Reynolds Airport, Winston-Salem, N. C., (Lat. 36°08'00" N, Long. 80° 13'20" W), and within 2 miles either side of the Winston-Salem ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM.

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Wright-Patterson AFB, Ohio
Within a 5-mile radius of Patterson AFB (Lat. 39°49'25" N, Long. 84°02'55" W); within a 5-mile radius of Wright AFB (Lat. 39°46'35" N, Long. 84°06'35" W); within 2 miles either side of the Patterson VOR 039° radial extending from the Patterson AFB 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the Patterson TACAN 054° radial extending from the Patterson AFB 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion within the Springfield, Ohio, control zone.

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (Lat. 40°00'55" N., Long. 74°35'25" W.); within 2 miles either side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to 2.5 miles SW of the OM; within 2 miles either side of the McGuire VOR 051° and 213° radials extending from the 5-mile radius zone to 7 miles NE and 6 miles SW of the VOR, and within 2 miles either side of the McGuire TACAN 223° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. The portions of this control zone within R-5001 and R-5003 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/7/63 28 F R 2231 (Changed);

Yakataga, Alaska
Within a 5-mile radius of Yakataga Airport, and within 5 miles either side of the Yakataga RR SE and SW courses extending from the 5-mile radius zone to A-1.

Yakima, Wash.
Within a 5-mile radius of Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer E course, extending from the 5-mile radius zone to 1 mile W of the LOM.

AMENDMENTS 4/4/63 28 F R 581 (Rewritten); 12/12/63 28 F. R. 10331 (Rewritten);

Yakutat, Alaska
Within a 5-mile radius of Yakutat, Alaska (Lat. 59°30'10" N, Long. 139°39'40" W).

Youngstown, Ohio
Within a 5-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 12/12/62 27 F.R 12441 (Rewritten); 11/14/63 28 F. R. 10474 (Rewritten);

Yuma, Ariz.
Within a 5-mile radius of MCAS/Yuma County Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within a 1-mile radius of latitude 32°36'05" N., longitude 114°39'30" W., within 2 miles each side of the Yuma VOR 181° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, and within 2 miles each side of the 044° bearing from the MCAS Yuma RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN

AMENDMENTS 8/22/63 28 F R 6914 (Rewritten);

Zanesville, Ohio
Within a 5-mile radius of Zanesville Municipal Airport and within 2 miles either side of a 210° bearing from the Municipal Airport extending from the 5-mile radius zone to 10 miles SW of the airport.

SUBPART H - TRANSITION AREAS

§ 71.181 **Designation.**
The parts of airspace described below are designated as transition areas

PENDING AMENDMENT
Aberdeen, S. Dak.
That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the Aberdeen VOR 131° and 311° radials extending from 13 miles SE to 5 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 4 miles E and 7 miles W of the Aberdeen VOR 175° and 355° radials, extending from 13 miles S to 1 mile N of the VOR.
3/5/64 28 F. R. 13929 (Added);

Akron, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Akron VOR 064° and 244° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the airspace within Federal airways.

PENDING AMENDMENT
Akron, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.), and within 4 miles NE and 2 miles SW of the Akron VOR 123° radial, extending from 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Akron VOR 123° and 303° radials, extending from 20 miles SE to 10 miles NW of the VOR
3/5/64 28 F. R. 14226 (Rewritten);

Akron, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (latitude 41° 02' 15" N., longitude 81° 28' 05" W.); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile raidus area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (latitude 40° 55' 05" N., longitude 81° 26' 30" W.), and within 5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40° 53' 00" N., longitude 81° 43' 00" W.; to latitude 41° 08' 00" N., longitude 81° 36' 00" W., to latitude 41° 11' 30" N., longitude 81° 39' 20" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (latitude 41° 24' 30" N., longitude 81° 51' 00" W.) to latitude 41° 21' 00" N., longitude 81° 31' 00" W.; to latitude 41° 24' 20" N., longitude 81° 23' 00" W.; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willougby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio, VOR; direct to the Tiverton, Ohio, VOR; to latitude 40° 54' 00" N., longitude 82° 04' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

AMENDMENTS 11/14/63 28 F. R. 10473 (Added); Eff. Immediately (10/15/63) 28 F. R. 11260 (Changed);

Alamosa, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Alamosa VORTAC 336° and 156° radials, extending from 20 miles NW to 9 miles SE of the VORTAC, excluding the airspace within Federal airways.

Albany, Ga.

That airspace extending upward from 1,200 feet above the surface bounded on the N by the Albany control area extension, on the E by V-35, on the SE by a line extending through latitude 31°20'12" N., longitude 84°17'40" W. and latitude 31°11'00" N., longitude 84°29'00" W., and on the W by the arc of a 30-mile radius circle centered at the Albany Municipal Airport (latitude 31°32'00" N., longitude 84°11'35" W.); and that airspace extending upward from 3,000 feet above the surface bounded on the N by a line 12 miles SW of and parallel to the Albany VOR 294° radial, on the E by the arc of a 30-mile radius circle centered at the Albany Municipal Airport, on the SE by a line extending through latitude 31°11'00" N., longitude 84°29'00" W., and latitude 30°57'15" N., longitude 84°45'45" W., on the SW by the NE boundary of V-7, and on the W by a line extending from the NE boundary of V-7 counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W. to its INT with a line 5 miles N of and parallel Dothan, Ala., VOR 093° radial, thence E along this line to longitude 84°55'00" W., thence N along this meridian to a line 12 miles SW of and parallel to the Albany VOR 294° radial.

AMENDMENTS 2/7/63 27 F R 12258 (Added);

Albany, N. Y.

That airspace extendin upward from 1,200 feet above the surface SE of Albany bounded on the NE by V-130, on the SE by V-487 and on the W by V-91; and that airspace SW of Albany bounded on the N by a line 10 miles S of and parallel to the Albany VORTAC 270° radial, on the E by V-91, on the S by V-270 and on the W by Long. 74°16'00" W.

Albuquerque, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.), and within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 14-mile radius area to 12 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 46-mile radius of the Albuquerque VORTAC, excluding the portion within an 8-mile radius of OTTO Airport, Moriarity, N. Mex. (latitude 35°04'35" N., longitude 106°00'10" W.); within 10 miles E and 7 miles W of the Socorro, N. Mex., VORTAC 189° and 009° radials, extending from the 46-mile radius area to 20 miles S of the VORTAC, excluding the portion within R-5107C; within 10 miles S and 7 miles N of the Grants, N. Mex., VOR 267° and 087° radials, extending from the 46-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 11,000 feet MSL within 5 miles each side of the Albuquerque VORTAC 339° radial, extending from the 46-mile radius area to 79 miles N of the VORTAC, and within 5 miles each side of the Albuquerque VORTAC 303° radial, extending from the 46-mile radius area to 79 miles NW of the VORTAC. The portions of this transition area within 5 miles each side of the Albuquerque VORTAC 303° and 339° radials, extending from the 46-mile radius area to 79 miles N and NW are excluded from Federal airways.

AMENDMENTS 8/22/63 28 F R 6911 (Added);

Alexandria, Minn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Alexandria Airport (latitude 45°52'05" N., longitude 95°23'45" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Alexandria VOR 051° and 231° radials extending from 6 miles SW to 13 miles NE of the VOR, and within the area NE of Alexandria bounded on the NW by a line 5 miles NW of and parallel to the Alexandria VOR 027° radial, on the NE by the arc of a 29-mile radius circle centered on the Alexandria VOR, and on the SE by a line 5 miles SE of and parallel to the Alexandria VOR 051° radial.

AMENDMENTS 11/14/63 28 F. R. 9283 (Added);

Alma City, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Minneapolis, Minn., VORTAC 188° radial, extending from 22 miles N to 10 miles S of the INT of the Minneapolis VORTAC 188° and the Rochester, Minn., VOR 292° radials.

Andalusa, Ala.

That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Crestview, Fla., VOR 013° radial, extending from 22 miles N to 10 miles S of the INT of the Crestview VOR 013° and the Evergreen, Ala., VOR 114° radials.

Aniak, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 050° and 230° bearings from the Aniak RR, extending from 9 miles NE to 20 miles SW of the RR.

Annette Island, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Annette Island ILS localizer NW course, extending from 5 miles NW to 15.5 miles NW of the Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 17 miles NE of the 142° and 322° bearings from the Annette RR, extending from 40 miles NW of the RR to a line 3 miles N of and parallel to the United States/Canadian border.

AMENDMENTS 9/19/63 28 F. R. 6969 (Rewritten);

Appleton, Wis.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44° 17' 05" N., longitude 88° 21' 55" W.), and within 2 miles each side of the 089° bearing from the airport, extending from the 4-mile radius area to 8 miles E of the airport.

AMENDMENTS 1/9/64 28 F. R. 12340 (Added);

Ardmore, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the 265° and 085° bearings from the Ardmore RBN, extending from the 7-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Ardmore Municipal Airport.

AMENDMENTS 9/19/63 28 F. R. 6969 (Added);

Arkansas City, Kans.

That airspace extending upward from 1,200 feet above the surface bounded on the N by a line 10 miles S of and parallel to the Anthony, Kans., VOR 085° radial, on the E by a line 5 miles SW of and parallel to a direct line, extending from the Wichita, Kans., VOR to the Tulsa, Okla., VORTAC, on the S by V-516 and the arc of a 15-mile radius circle centered on the Ponca City, Okla., Airport (Lat. 36°43'41" N, Long. 97°05' 57" W), and on the W by V-77.

Asheville, N. C.

That airspace E of Asheville, extending upward from 1,200 feet above the surface bounded on the NW by V-222, on the E by V-259, on the SE by V-20, and on the SW by V-296; and the airspace W of Asheville within a 30-mile radius of the Asheville VORTAC, bounded on the NE by V-185 and the SE by V-222.

Astoria, Oreg.

That airspace extending upward from 700 feet above the surface bounded on the SW by the Astoria VOR 326° radial, on the NE by a line 5 miles NE of and parallel to the Astoria VOR 326° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 46° 08' 00" W., longitude 123° 42' 00" W., thence to latitude 46° 02' 00" N., longitude 123° 53' 00" W., thence to latitude 46° 02' 00" N., longitude 124° 09' 00" W., thence to latitude 46° 16' 00" N., longitude 124° 09' 00" W., thence to latitude 46° 22' 00" N., longitude 123° 55' 00" W., thence to point of beginning.

AMENDMENTS 1/9/64 28 F. R. 11615 (Added);

Atlanta, Ga.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Municipal Airport (Lat. 33°38'42" N, Long. 84°25'37" W), excluding the airspace within a 1.5-mile radius of the Edwards Skyport, Atlanta, Ga (Lat. 33°32'47" N, Long. 84°38'31" W), and the Gunn Airport, Atlanta, Ga. (Lat. 33°43'14" N, Long. 84°09'56" W); within 2 miles either side of the Atlanta ILS localizer W course, extending from the 15-mile radius area to 18 miles W of the localizer; within a 5-mile radius of the De Kalb-Peachtree Airport, Chamblee, Ga. (Lat. 33°52'30" N, Long. 84°18'10" W); within 2 miles either side of the McDonough, Ga., VORTAC 314° radial, extending from the 15-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Municipal Airport; within a 30-mile radius of the Lost Mountain, Ga., RBN; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of the Toccoa, Ga., VOR bounded on the N by V-54, on the SE by V-222 and on the SW by a line 5 miles SW of and parallel to the Greenwood, S. C., VOR 315° radial; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a line extending from SE boundary of V-222 W of Greenville, S. C., counterclockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N, Long. 82°20'30" W, to its INT with the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to Long. 83°00'00" W, thence via Long. 83°00'00" W to the N boundary of V-18, and on the S by the N boundary of V-18; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20 N, and on the W by Long 86°00'00" W, and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Atlanta ILS localizer W course, on the S by V-18 N, and on the W by Long. 85°33'00" W, excluding the portion within R-3001.

Baker, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Baker VORTAC 138° and 317° radials, extending from 14 miles SE to 16 miles NW of the VORTAC.

AMENDMENTS 9/19/63 28 F. R. 7902 (Rewritten);

Battle Creek, Mich.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich., (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course, extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within a 4-mile radius of Haines Field, Three Rivers, Mich., (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from Haines Field to 12 miles NE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 38' 00" N., on the E by longitude 84° 50' 00" W., on the S by latitude 41° 40' 00" N., on the SW by a line extending from latitude 41° 40' 00" N., longitude 85° 37' 25" W., to latitude 42° 08' 00" N., longitude 86° 00' 00" W., and on the W by longitude 86° 00' 00" W.

AMENDMENTS 12/12/63 28 F. R. 10741 (Added);

Beatty, Nev.

That airspace extending upward from 1,200 feet above the surface within 11 miles SW and 8 miles NE of the Beatty VOR 320° and 140° radials, extending from 20 miles NW to 20 miles SE of the VOR.

Beaumont, Tex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Beaumont ILS localizer NW course, extending from the OM to 8 miles NW; within 2 miles each side of the Beaumont ILS localizer SE course, extending from the arc of a 5-mile radius circle centered at the Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.), to 17 miles SE of the approach end of Runway 29; and within 2 miles each side of the Beaumont VOR 244° radial, extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of latitude 29°54'40" N., longitude 94°02'40" W.

AMENDMENTS 9/19/63 28 F. R. 7671 (Added);

Bellaire, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Antrim County Airport, Bellaire, Mich. (latitude 44°59'10" N., longitude 85°11'55" W.), and the airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 198° bearing from the Bellaire RBN extending from the 8-mile radius area to 12 miles S of the RBN.

AMENDMENTS 5/2/63 28 F.R 2165 (Added);

Belleville, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

AMENDMENTS 8/22/63 28 F. R 6725 (Added);

Bellona, N. Y.

That airspace extending upward from 1,200 feet above the surface within the area bounded on the N by V-2, on the E by the arc of a 40-mile radius circle centered on the Syracuse, N. Y., VORTAC, on the SE by V-84, on the SW by V-34, and on the W by the arc of a 20-mile radius circle centered on the Rochester-Monroe County Airport, Rochester, N. Y. (latitude 43°07'20" N., longitude 77°39'55" W.).

AMENDMENTS 4/4/63 28 F.R. 633 (Added);

Bemidji, Minn.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.) and within 2 miles each side of the Bemidji VOR 316° and 136° radials, extending from the 6-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

AMENDMENTS 8/22/63 28 F. R. 6828 (Added);

Bible Grove, Ill.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Bible Grove VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the VOR.

Big Delta, Alaska

That airspace extending upward from 1,200 feet above the surface within 20 miles SW and 35 miles NE of the 299° and 119° bearings from the Big Delta RR, extending from the arc of a 55-mile radius circle centered on Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) to 55 miles SE of the RR, excluding the portion within the Fairbanks, Alaska, transition area. The portion within R-2202, R-2208 and R-2209 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 11/14/63 28 F. R. 10354 (Added);

Big Sur, Calif.

That airspace extending upward from 18,000 feet MSL to FL 240 W of Big Sur bounded on the E by a line overlying the W edge of V-27 and the Monterey, Calif., control area extension, on the SW, W and NW by a line extending from the Monterey, Calif., control area extension through latitude 35°58'45" N., longitude 121°56'45" W., to latitude 35°53'00" N., longitude 122°09'30" W., to latitude 35°53'00" N., longitude 122°19'00" W., to latitude 36°06'00" N., longitude 122°25'30" W., thence through latitude 36°23'10" N., longitude 122°13'35" W. to the Monterey, Calif., control area extension, excluding the airspace within the Continental Control Area.

AMENDMENTS 11/14/63 28 F. R. 10332 (Added);

Bloomington, Ill.

That airspace extending upward from 700 feet above the surface within 10 miles SE and 7 miles NW of the Bloomington VOR 043° and 223° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the airspace within Federal airways.

Bloomington, Ind.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.) and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 5-mile radius area to 8 miles SW of the VOR.

AMENDMENTS 10/17/63 28 F.R. 9425 (Added); (Amend. Alt. 28 F.R. 10332);

Blythe, Calif.

That airspace extending upward from 700 feet above the surface within a 2-mile radius of the Blythe RBN; within 2 miles each side of the 180° bearing from the Blythe RBN, extending from the 2-mile radius area to 8 miles S of the RBN, and within 2 miles each side of the Blythe VORTAC 227° radial, extending from the arc of a 5-mile radius circle centered at the Blythe Airport (latitude 33°37'15" N., longitude 114°43'00" W.) to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 33°43'00" N., on the E by longitude 114°30'00" W., on the S by the arc of an 18-mile radius circle centered at the Blythe Airport, and on the W by longitude 115°00'00" W., and within 5 miles each side of the 180° bearing from the Blythe RBN, extending from the 18-mile radius arc to 23 miles S of the RBN.

AMENDMENT 10/17/63 28 F. R. 8446 (Added);

Borger, Tex.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the Amarillo, Tex., VORTAC 038° radial extending from 24 miles NE to 56 miles NE of the VORTAC.

AMENDMENTS 12/12/62 27 F.R. 12441 (Added);

Boston, Mass.
That airspace extending upward from 20,000 feet MSL to FL 300 inclusive E of Boston bounded by a line beginning at latitude 42° 24' 30" N., longitude 70° 15' 30" W., to latitude 42° 27' 50" N., longitude 70° 04' 00" W., to latitude 42° 25' 30" N., longitude 70° 04' 00" W., to latitude 42° 24' 30" N., longitude 69° 46' 00" W., to latitude 42° 21' 30" N., longitude 69° 30' 00" W., to point of beginning.

AMENDMENTS 12/12/63 28 F. R. 10742 (Added);

Bozeman, Mont.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Bozeman VOR 278° and 098° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

Brainerd, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Crow Wing County Airport, Brainerd, Minn. (latitude 46°23'25" N., longitude 94°08'20" W.), and extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Brainerd VOR 117° and 297° radials, extending from 5 miles NW to 13 miles SE of the VOR.

AMENDMENTS 8/22/63 28 F. R 6912 (Added);

Buckeye, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Buckeye VOR 096° and 276° radials, extending from 9 miles E to 20 miles W of the VOR.

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Niagara Falls, N. Y., Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.); within a 7-mile radius of the Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 50" W.); within a 4-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.); within 5 miles S and 8 miles N of Niagara Falls ILS localizer E course, extending from the OM to 14 miles E of the OM; within 8 miles NW and 7 miles SE of the Buffalo ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within 8 miles N and 5 miles S of the Buffalo VORTAC 099° radial, extending from the VORTAC to 12 miles E of the VORTAC, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the Buffalo 7-mile radius area to 8 miles SW of the Cheektowaga, N. Y., FM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43° 38' 00" N., longitude 78° 41' 00" W., to latitude 43° 21' 00" N., longitude 78° 00' 00" W., to latitude 43° 06' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 52' 00" W., to latitude 42° 37' 00" N., longitude 79° 15' 00" W., to latitude 42° 41' 00" N., longitude 79° 19' 30" W., thence via the United States/Canadian border to the point of beginning, excluding the portion outside the United States.

AMENDMENTS 1/9/64 28 F. R. 12340 (Added);

Burley, Idaho
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Burley VORTAC 072° and 252° radials, extending from 9 miles SW to 20 miles NE of the VORTAC, excluding the airspace within Federal airways.
PENDING AMENDMENT
Burley, Idaho
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 12 miles N and 9 miles S of the Burley VORTAC 075° and 255° radials, extending from 18 miles E of the Burley VORTAC to a 14-mile radius circle centered on the Twin Falls, Idaho, VOR and the 038° radial from the Twin Falls VOR.
4/2/64 28 F. R. 13359 (Rewritten);

PENDING AMENDMENT
Burlington, Iowa
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 185° bearing from the Burlington Municipal Airport (latitude 40° 47' 05" N., longitude 91° 07' 25" W.), extending from the arc of a 5-mile radius circle centered on the Burlington Municipal Airport to 7.5 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 10' 00" N., longitude 91° 00' 00" W.; to latitude 41° 10' 00" N., longitude 90° 00' 00" W.; thence S to latitude 40° 35' 20" N., longitude 90° 00' 00" W.; thence W via latitude 40° 35' 20" N., to the Burlington VOR 235° radial; thence clockwise along the arc of a 14-mile radius circle centered on the Burlington Municipal Airport to longitude 91° 00' 00" W.; thence to point of beginning.
4/30/64 28 F. R. 13864 (Added);

PENDING AMENDMENT

Butler, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler-Graham Airport (latitude 40° 46' 45" N., longitude 79° 56' 55" W.), and within 2 miles each side of the Butler RBN 180° and 002° bearings, extending from the 5-mile radius area to 8 miles S of the RBN.

2/6/64 28 F. R. 12339 (Added);

Butte, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 20 miles N to 11 miles S of the VOR, and within 10 miles N and 7 miles S of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles E to 19 miles W of the VOR.

AMENDMENTS 7/25/63 28 F. R 4661 (Rewritten);

Cambridge, N. Y.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cambridge VOR 274° and 094° radials, extending from 9 miles W to 20 miles E of the VOR

Camden, Ark.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the 852° and 172° bearings from Harrell Field, Ark., (Lat. 33°37'05" N, Long. 92°46'00" W), extending from 9 miles S to 20 miles N of the airport, excluding the airspace within Federal airways

Camp Le Juene, N. C.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 34° 80'20" N, Long. 77°15'50" W, thence 3-nmi from and parallel to the United States shoreline to Lat. 34°25'18" N, Long. 77°26'30" W, to Lat. 34°30'35" N, Long. 77°32'18" W, to Lat. 34°36'05" N, Long. 77°26'08" W, to Lat. 34°33'00" N, Long. 77°19'00" W, thence to the point of beginning.

Cape Girardeau, Mo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cape Girardeau Municipal Airport latitude 37°13'30" N., longitude 89°34'10" W.); within two miles either side of the 215° bearing from the Cape Girardeau Airport extending from the 6-mile radius area to 8 miles SW of the airport. and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 035° and 215° bearings from the Cape Girardeau Municipal Airport extending from 9 miles NE to 20 miles SW of the airport.

AMENDMENTS 4/4/63 28 F.R 633 (Rewritten);

Carlsbad, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 157° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Carlsbad VOR 157° and 337° radials, extending from 7 miles northwest to 13 miles southeast of the VOR; within 5 miles southeast and 8 miles northwest of the Carlsbad VOR 062° and 242° radials, extending from 7 miles southwest to 13 miles northeast of the VOR; and within 5 miles each side of the Carlsbad VOR 062° radial, extending from the VOR to 23 miles northeast of the VOR.

AMENDMENTS 10/17/63 28 F. R. 9346 (Rewritten);

Casa Grande, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Casa Grande VOR 158° and 338° radials, extending from 9 miles NW to 20 miles SE of the VOR.

Casper, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Casper VORTAC 216° radial, extending from 26 miles to 31 miles SW of the VORTAC; within 2 miles each side of the Casper VORTAC 235° radial, extending from 23 miles to 28 miles SW of the VORTAC, and within 2 miles each side of the Casper ILS localizer W course, extending from 5 miles W to 7 miles W of the OM; that airspace extending upward from 1,200 feet above the surface within 12 miles SE and 10 miles NW of the Casper VORTAC 216° and 036° radials, extending from 20 miles NE to 44 miles SW of the VORTAC; within 6 miles S and 13 miles N of the 270° and 090° bearings from the Casper RBN, extending from 33 miles W to 43 miles E of the RBN, and within 5 miles each side of the Casper VORTAC 235° radial, extending from 38 miles to 52 miles SW of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Casper VORTAC 235° radial, extending from 52 miles to 81 miles SW of the VORTAC.

AMENDMENTS 10/17/63 28 F. R. 9286 (Added);

Cedar City, Utah

Thar airspace extending upward from 1,200 feet above the surface within 6 miles E and 10 miles W of the Cedar City VOR 184° and 004° radials extending from 8 miles S to 20 miles N of the VOR.

AMENDMENTS 6/27/63 28 F R 4126 (Added).

Centralia, Ill.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.), and within 2 miles each side of the Centralia VOR 031° radial, extending from the 4-mile radius area to the VOR; within a 4-mile radius of the Mount Vernon, Ill., Municipal Airport (latitude 38°19'15" N., longitude 88°51'40" W.), and within 2 miles each side of the 044° bearing from the airport, extending from the 4-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the N boundary of V-446, extending S along longitude 88°35'00" W., to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to and counterclockwise along the arc of a 40-mile radius circle centered at Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.) to and clockwise along the arc of a 13-mile radius circle centered on the Centralia VOR to and counterclockwise along the arc of the 40-mile radius circle centered on Scott AFB to the N boundary of V-446, thence E along the N boundary of V-446 to the point of beginning.

AMENDMENTS 8/22/63 28 F R 6872 (Added);

Chadron, Nebr.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Chadron VOR 030° and 210° radials , extending from 5 miles NE to 14 miles SW of the VOR.

AMENDMENTS 10/17/63 28 F. R. 9425 (Rewritten);

Chanute, Kans.

That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Chanute VOR 244° and 064° radials, extending from 12 miles SW to 15 miles NE of the VOR.

AMENDMENTS 10/17/63 28 F. R. 7668 (Added);

Chattanooga, Tenn.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.), extending clockwise from the 020° to the 250° bearings from the airport; within a 20-mile radius of Lovell Field, extending clockwise from the 250° to the 020° bearings from the airport; within 5 miles each side of the Chattanooga VORTAC 263° radial, extending between the arcs of a 14-mile and a 25-mile radius circle each centered at Lovell Field; within 8 miles E and 5 miles W of the North Chattanooga, Tenn., RBN 016° bearing, extending from the RBN to 12 miles N; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Lovell Field; within the area SE of Chattanooga, extending from the 25-mile radius area bounded on the E by the W boundary of V-5, on the S by a line through latitude 34° 26' 58" N., longitude 84° 55' 58" W., and latitude 34° 25' 30" N., longitude 84° 59' 30" W., and on the W by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial; within the area N, NE and NW of Chattanooga extending from the 25-mile radius area bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at Lovell Field and a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial; thence NW along a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial to and clockwise along the arc of a 50-mile radius circle centered on the Chattanooga VORTAC to the W boundary of V-51 W alternate; thence S along the W boundary of V-51 W alternate to latitude 35° 25' 45" N., longitude 85° 09' 15" W.; to latitude 35° 22' 45" N., longitude 84° 45' 00" W.; to latitude 35° 17' 30" N., longitude 84° 45' 10" W.; to latitude 35° 08' 20" N., longitude 84° 45' 35" W.; thence via latitude 35° 08' 20" N., to the arc of a 25-mile radius circle centered at Lovell Field; and that airspace extending upward from 3,000 feet MSL bounded on the N by V-54, on the NE by the arc of a 25-mile radius circle centered at Lovell Field, on the SE by V-115, and on the W by a line extending through latitude 34° 32' 00" N., longitude 85° 52' 15" W., and latitude 34° 48' 00" N., longitude 85° 57' 10" W., excluding the portion within the Rome, Ga., transition area.

AMENDMENTS 1/9/64 28 F. R. 11614 (Added);

Cherokee, Wyo.

That airspace extending upward from 1,200 feet above the surfave within 10 miles S and 7 miles N of the Cherokee VOR 081° and 261° radials, extending from 7 miles E to 7 miles W of the VOR.

Cherry Point, N. C.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 35°45'30" N, Long. 76°39'00" W, thence clockwise along the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, to Lat. 35°05'50" N, Long. 75°51'05" W, thence 3-nmi from and parallel to the shoreline to Lat. 34°37'30" N, Long. 76°56'20" W, to Lat. 34°41'50" N, Long. 76°56'20" W, to Lat. 34 45' 10" N, Long. 76°40'30" W, to Lat. 34°46'45" N, Long. 76°24'45" W, to Lat. 35°04'30" N, Long. 76°04' 30" W, to Lat. 35°18'15" N, Long. 76°16'40" W, to Lat. 35°23'15" N, Long. 76°34'40" W, to Lat. 35°03' 00" N, Long. 76°57'00" W, to Lat. 35°26'00" N, Long. 76°52'00" W, thence to point of beginning.

Childress, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Childress Municipal Airport, and within 10 miles SE and 7 miles NW of the Childress VOR 244° radial, extending from the 20-mile radius area to 20 miles SW of the VOR

AMENDMENTS 11/14/63 28 F R. 7668 (Added);

Chincoteague, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of NASA Wallops Station Airport, and the area extending NE from the the 12-mile radius area bounded on the NW by the SE boundary of V-139, on the NE by the Salisbury, Md., VOR 114° radial, and on the southeast by a line 3 miles SE of and parallel to the SE boundary of V-139, excluding the portion within R-6604 and the portion outside the United States.

AMENDMENTS 10/17/63 28 F. R. 9429 (Added);

Clarksburg, W. Va.
That airspace extending upward from 700 feet above the surface within 10 miles NW and 7 miles SE of the Clarksburg VOR 036° and 216° radials, extending from 12.7 miles NE to 16.3 miles SW of the VOR.

Cleveland, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within a 3-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.); within 2 miles each side of the Cleveland-Hopkins Runway 23-R-ILS localizer NE course, extending from the 8-mile radius area to the Burke-Lakefront 3-mile radius area; within 2 miles each side of the Cleveland-Hopkins Runway 5-L-ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the Runway 5-L-ILS OM; within 2 miles each side of the Strongsville VOR 192° radial, extending from the 8-mile radius area to 8 miles S of the VOR; and within 2 miles each side of the Akron, Ohio, VORTAC 319° radial, extending from the Burke-Lakefront 3-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from latitude 41°35'00" N., longitude 82°06'20" W., via latitude 41°48'20" N., longitude 81°47'30" W., to latitude 41°54'00" N., longitude 81°37'20" W., thence clockwise along the arc of a 19-mile radius circle centered at latitude 41°41'00" N., longitude 81°23'25" W., to latitude 41°24'20" N., longitude 81°23'00" W., to latitude 41°21'00" N., longitude 81°31'00" W., thence clockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the 146° bearing from the airport, thence SE along the 146° bearing to latitude 41°08'00" N., longitude 81°36'00" W., to latitude 40°53'00" N., longitude 81°43'00" W., thence via the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the 210° bearing from the airport, thence clockwise via the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

AMENDMENTS 8/22/63 28 F R 6725 (Added);

PENDING AMENDMENT
Clinton, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clinton Municipal Airport (latitude 41° 49' 45" N., longitude 90° 19' 50" W.), within 2 miles each side of the Cordova VOR 338° radial, extending from the 5-mile radius area to the VOR; and within 8 miles SW and 5 miles NE of the 324° bearing from the Clinton Municipal Airport, extending from the airport to 12 miles NW of the airport.
4/30/64 28 F. R. 13864 (Added);

Clintonville, Wis.
That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the 128° and 308° bearings from the Clintonville Airport (latitude 44° 36' 50" N., longitude 88° 43' 50" W.), extending from 2 miles SE of 12 miles NW of the airport, and within 8 miles NE and 5 miles SW of the 146° bearing from the airport, extending from the airport to 12 miles SE of the airport.

AMENDMENTS 1/9/64 28 F R. 12340 (Added);

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, and within 2 miles each side of the 225° bearing from the Cannon RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 051° radial to the Cannon VOR 190° radial; within a 37-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 190° radial to the Cannon VOR 226° radial, thence via a line to latitude 34° 01' 10" N., longitude 104° 04' 00" W., thence to latitude 34° 09' 55" N., longitude 104° 03' 40" W., thence to latitude 34° 10' 00" N., longitude 103° 55' 00" W., thence to latitude 34° 42' 15" N., longitude 103° 55' 00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of the Cannon VOR 084° radial, extending from the 30-mile radius area to 51 miles E of the VOR; and that airspace extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34° 32' 30" N., longitude 103° 55' 00" W., thence to latitude 34° 28' 30" N., longitude 104° 05' 15" W., thence to latitude 34° 38' 00" N., longitude 104° 10' 30" W., thence to latitude 34° 46' 40" N., longitude 104° 05' 25" W., thence to latitude 34° 42' 15" N., longitude 103° 55' 00" W., thence to the point of beginning. The portions of this transition area within R-5104 and R-5105 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 1/9/64 28 F. R. 10742 (Added);

Coaldale, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Coaldale VORTAC 087° radial, extending from the VORTAC to 20 miles E and within 10 miles NE and 10 miles SW of the Coaldale VORTAC 316° and 146° radials, extending from 20 miles SE to 20 miles NW of the VORTAC.

Cochise, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

College Station, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 287° radial, extending from the VOR to 13 miles W; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 107° radial, extending from the VOR to 7 miles E; and within 5 miles each side of the College Station VOR 124° radial, extending from the VOR to 23 miles SE.

AMENDMENTS 11/14/63 28 F. R. 10290 (Added);

Columbia, S. C.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Columbia VOR 329° radial, extending from 9 miles NW to 41 miles NW of the VOR, excluding the airspace within Federal airways

Columbus, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport, Columbus, Ga. (latitude 32°30'55" N., longitude 84°56'25" W.); within 2 miles each side of the Columbus VOR 329° and 149° radials, extending from the Muscogee County Airport 7-mile radius area to 8 miles NW of the VOR; within a 9-mile radius of Lawson AAF, Columbus, Ga. (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the 204° bearing from the Columbus RBN, extending from the Lawson AAF 9-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta, Ga., Municipal Airport (latitude 33°38'42" N., longitude 84°25'37" W.), on the E by V-97, on the S by V-56, and on the NW by V-20; that airspace W of Lawson AAF bounded by a line beginning at latitude 32°06'55" N., longitude 84°48'25" W., clockwise around the arc of a 19-mile radius circle centered at Lawson AAF to latitude 32°37'00" N., longitude 85°01'03" W., to point of beginning; and within 8 miles SW and 5 miles NE of the Columbus VOR 329° radial, extending from the VOR to 12 miles NW, excluding the portions within R-3002.

AMENDMENTS 3/7/63 28 F.R 213 (Added); 10/17/63 28 F. R. 8447 (Rewritten);

Columbus, N. Mex.

That airspace extending upward from 8,000 feet MSL, bounded on the E by longitude 107°13'00" W, on the S by the United States/Mexican border, on the W by longitude 107°54'00" W, and on the N by latitude 31°59'00" N.

AMENDMENTS 8/22/63 28 F. R. 6873 (Added);

Corona, N. Mex.

That airspace extending upward from 8,500 feet MSL, within 10 miles NE and 7 miles SW of the Corona VOR 139° and 319° radials, extending from 20 miles SE to 9 miles NW of the VOR.

AMENDMENTS 9/19/63 28 F. R 7158 (Added);

Cortez, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the 306° and 126° bearings from the Montezuma County Airport, Cortez, Colo. (Lat. 37°18'15" N, Long. 108°37' 35" W), extending from 20 miles NW and to 9 miles SE of the airport, excluding the airspace within Federal airways.

Crazy Woman, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Crazy Woman VORTAC 173° and 353° radials, extending from 20 miles S to 9 miles N of the VORTAC.

PENDING AMENDMENT
Crescent City, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Crescent City VOR 055° and 235° radials, extending from 8 miles SW to 20 miles NE of the VOR; within 5 miles each side of the Crescent City VOR 235° radial, extending from 8 miles to 20 miles SW of the VOR, and within 8 miles E and 5 miles W of the Crescent City VOR 180° radial, extending from the VOR to 14 miles S of the VOR; and that airspace extending upward from 14,500 feet above the surface bounded on the E by a line 5 miles west of and parallel to the Crescent City VOR 002° and 180° radials, on the S by latitude 41° 26' 00" N., on the W by longitude 124° 28' 00" W., and on the N by latitude 42° 07' 00" N., excluding the portion within the continental control area.
5/28/64 28 F. R. 14419 (Added);

Crow's Landing, Calif.
That airspace extending upward from 1,200 feet above the surface, bounded on the SW by V-107, on the N by V-244 S, and on the E by V-109. The portions within R-2525 and R-2528 shall be used only after obtaining prior approval from appropriate authority.

Culberson, Tex.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 7 miles S of the Culberson VOR 089° and 269° radials, extending from 20 miles W to 9 miles E of the VOR, and within 10 miles SW and 7 miles NE of the Culberson VOR 117° and 297° radials, extending from 20 miles SE to 9 miles NW of the VOR.
PENDING AMENDMENT
The Culberson, Tex., transition area is revoked. 3/5/64 28 F. R. 14421 (Revoked);

Cut Bank, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Cut Bank VOR, extending clockwise from a line 5 miles N of and parallel to the Cut Bank VOR 095° radial to the W boundary of V-21W.

AMENDMENTS 10/17/63 28 F. R. 8446 (Rewritten);

Darby, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darwin, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 12 miles S of the Darwin VOR 088° and 268° radials, extending from 10 miles E to 22 miles W of the VOR.

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Daytona Beach ILS localizer SW course, extending from the OM to 12 miles SW; within 2 miles each side of the 236° bearing from the Daytona Beach OM, extending from the OM to the INT of the Daytona Beach VOR 219° radial and the Orlando, Fla., VOR 353° radials; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 29°33'00" N., on the W by the W edge of V-267, on the S by latitude 28°58'00" N., on the E by the limits of the territorial waters of the United States, and that airspace N of Daytona Beach bounded on the E by V-3, on the S by latitude 29°33'00" N., on the W by V-267.

AMENDMENTS 11/14/63 28 F. R. 10330 (Added);

Decatur, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'52" W.), and within 2 miles each side of the Decatur VOR 351° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Decatur VOR and within 10 miles S and 6 miles N of the Decatur VOR 285° radial extending from the 15-mile radius area to the arc of a 15-mile radius circle centered at latitude 39°53'32" N.. longitude 89°37'31" W.

AMENDMENTS 6/27/63 28 F R. 4435 (Rewritten):

De Lancey, N. Y.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the De Lancey VOR 265° and 085° radials, extending from 9 miles W to 20 miles E of the VOR.

Delta, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Delta VOR 203° and 023° radials, extending from 9 miles NE to 20 miles SW of the VOR, excluding the airspace within Federal airways.

PENDING AMENDMENT

Delta, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delta Municipal Airport (latitude 39° 23' 00" N., longitude 112° 30' 35" W.), and within 2 miles each side of the Delta VOR 001° and 196° radials, extending from the 5-mile radius area to 6 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Delta VOR 016° and 196° radials, extending from 10 miles N to 20 miles S of the VOR.

3/5/64 29 F. R. 73 (Rewritten);

Deming, N. Mex.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Deming VOR 264° radial, extending from the VOR to 3.2 miles W of the Deming VOR, and within 2 miles each side of the Deming VOR 270° radial, extending from 5.5 miles W of the Deming Municipal Airport (latitude 32° 15' 25" N., longitude 107° 43' 00" W.) to 8.5 miles W of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31° 47' 00" N., longitude 106° 53' 35" W., thence W along the United States/Mexican border to longitude 107° 13' 00" W., thence N along longitude 107° 13' 00" W., to latitude 31° 59' 00" N., thence W along latitude 31° 59' 00" N., to longitude 107° 54' 00" W., thence N along longitude 107° 54' 00" W., to latitude 32° 19' 15" N., longitude 107° 54' 00" W., thence to latitude 32° 24' 20" N., longitude 107° 36' 00" W., thence to latitude 32° 30' 20" N., longitude 107° 32' 58" W., thence via the arc of a 16-mile circle centered on the Deming VOR to the N boundary of V-94, thence E along the N boundary of V-94 to the W boundary of V-19, thence N along the W boundary of V-19 to latitude 32° 36' 25" N., longitude 107° 03' 55" W., thence to latitude 32° 30' 45" N., longitude 106° 42' 00" W., thence S along the W boundary of R-5107A and R-5107B to the arc of a 30-mile radius circle centered on the El Paso, Tex., International Airport (latitude 31° 48' 35" N., longitude 106° 22' 55" W.), thence counterclockwise along the 30-mile radius arc to the point of beginning; and that airspace extending upward from 8,500 feet MSL bounded on the W by the E boundary of V-110, on the north by a line from latitude 32° 44' 45" N., longitude 107° 20' 50" W., to latitude 32° 41' 50" N., longitude 107° 06' 20" W., on the E by V-19, and on the S and SW by V-94 and the arc of a 16-mile radius circle centered on the Deming VOR.

AMENDMENTS 12/12/63 28 F. R. 11303 (Added); Alteration of Amendment 28 F. R. 12342

Detroit, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the Ford RBN, excluding the portion within the Grosse Ile, Mich., control zone; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian border at latitude 41°45'30" N., longitude 82°51'00" W.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Detroit City, Mich.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 143° and 323° bearings from the Detroit City RBN, extending from 6 miles NW of the approach end of the Detroit City Airport Runway 15 to 8 miles NW of the RBN, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 343° radial, extending from 4 miles north to 14 miles north of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), excluding the portion within the Detroit, Mich. (Detroit City Airport), control zone.

AMENDMENTS 12/12/63 28 F.R. 10156 (Added);

Dickinson, N. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dickinson Municipal Airport (latitude 46° 47' 45" N., longitude 102° 48' 00" W.), within 3 miles W and 1 mile E of the Dickinson VORTAC 002° radial, extending from the 5-mile radius area to 6 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles W and 5 miles E of the Dickinson VORTAC 002° and 182° radials, extending from 8 miles S to 11 miles N of the VORTAC, and within 8 miles W and 5 miles E of the Dickinson VORTAC 013° and 193° radials, extending from 4 miles S to 13 miles N of the VORTAC.

AMENDMENTS 1/9/64 28 F. R. 11450 (Added);

Dierks, Ark.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Texarkana, Ark., VORTAC 355° radial, extending from 10 miles N to 22 miles S of the INT of the Page, Okla., VOR 144° and the Texarkana VORTAC 355° radials

PENDING AMENDMENT

Douglas, Ariz.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VOR 302° radial, extending from the VOR to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 8 miles NE of the Douglas VOR 302° and 122° radials, extending from 20 miles NW to 10 miles SE of the VOR, excluding the portion within R-2303 and the portion outside the United States.

2/6/64 28 F. R. 13438 (Adding);

Douglas, Wyo.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Douglas VOR 167° and 347° radials, extending from 20 miles S to 9 miles N of the VOR.

DuBois, Pa.

That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the 056° bearing from the DuBois RBN, extending from the RBN to 12 miles NE; within 5 miles either side of the 238° bearing from the DuBois RBN, extending from the RBN to the N boundary of V-6 and within 5 miles either side of the 148° bearing from the DuBois RBN, extending from the RBN to the N boundary of V-6.

Dubuque, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.), and within 8 miles NE and 5 miles SW of the Dubuque VOR 159° and 339° radials, extending from 6 miles NW to 14 miles SE of the VOR.

AMENDMENTS 9/19/63 28 F. R. 7825 (Rewritten);

PENDING AMENDMENT

Duncan, Okla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Halliburton Field (latitude 34° 28' 30" N., longitude 97° 57' 30" W.), and within 2 miles each side of the Duncan VOR 157° and 337° radials, extending from the 5-mile radius area to 7 miles SE of the VOR.

4/30/64 29 F. R. 132 (Added);

Dupree, S. Dak.

That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Dupree VOR 295° and 115° radials, extending from 20 miles NW to 9 miles SE of the VOR.

Durango, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the 298° and 118° bearings from the La Plata Airport, Durango, Colo. (Lat. 37°09'15" N, Long. 107°45'00" W), extending from 20 miles SE to 9 miles NW of the airport.

Eglin AFB, Fla.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.) and within a 7-mile radius of Hurlburt AFB, Fla. (latitude 30°25'40" N., longitude 86°41'20" W.); and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°22'05" N., longitude 86°56'20" W., thence along a 25-mile radius arc centered at NAAS Saufley Field, Pensacola, Fla. (latitude 30°28'15" N., longitude 87°20'30" W.) to latitude 30°35'35" N., longitude 86°56'40" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°45'00" N., longitude 86°39'30" W.; to latitude 30°44'20" N., longitude 86°07'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 29°54'00" N., longitude 86°16'00" W.; to latitude 29°54'00" N., longitude 86°45'50" W.; to latitude 30°20'50" N., longitude 86°38'50" W. thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°20'15" N., longitude 86°48'00" W.; to the point of beginning.

AMENDMENTS 4/4/63 28 F.R 2093 (Added);

El Centro, Calif.

That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the El Centro VORTAC 088° and 268° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 5 miles E of the El Centro VORTAC 360° radial, extending from the VORTAC to 25 miles N of the VORTAC, excluding the portions within R-2510, R-2512, and the portion under the jurisdiction of Mexico.

AMENDMENTS 9/19/63 28 F R. 7669 (Rewritten);

El Dorado, Ark.

That airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the El Dorado VORTAC 052° and 232° radials extending from the Goodwin Airport, El Dorado, Ark., to 18 miles NE of the VORTAC, excluding the airspace within Federal airways.

Elizabeth City, N. C.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.) and within 2 miles each side of the 127° bearing from the Weeksville RBN, extending from the 7-mile radius area to 8 miles SE of the RBN.

AMENDMENTS 10/17/63 28 F. R. 9427 (Added);

Elkland, Pa.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 11 miles SE of the Elmira, N. Y., VOR 252° radial, extending from 9 miles SW to 40 miles SW of the VOR, excluding the portions within the Slate Run, Pa., and the Stonyfork, Pa., transition areas.

Ellensburg, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC, and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.

AMENDMENTS 4/4/63 28 F.R 720 (Rewritten);

El Paso, Tex.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman, Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°47'00" N., longitude 106°53'30" W.; thence clockwise along the arc of a 30 mile radius circle centered at the El Paso International Airport; to latitude 32°12'55" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°33'20" N., longitude 105°30'00" W.; to latitude 32°37'20" N., longitude 105°26'10" W.; to latitude 32°50'55" N., longitude 105°14'45" W.; to latitude 32°40'40" N., longitude 104°58'10" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°05'45" N., longitude 104°48'00" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport; to latitude 31°16'30" N., longitude 104°53'40" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°30'40" N., longitude 106°00'30" W.; thence clockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°25'30" N., longitude 106°08'30" W.; thence via the United States/Mexican Border to point of beginning.; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°10'30" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to point of beginning; within the area bounded by a line beginning at latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°35'30" N., longitude 105°02'35" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 32°05'45" N., longitude 104°48'00" W.; to point of beginning; and within the area bounded by a line beginning at latitude 31°25'30" N., longitude 106°08'30" W.; thence counterclockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°30'40" N., longitude 106°00'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°16'30" N., longitude 104°53'40" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 30°48'15" N., longitude 105°16'35" W.; thence via the United States/Mexican Border to point of beginning. The portions within R-5103A, R-5106 and R-5107A shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/10/63 27 F.R. 11405 (Rewritten); 10/17/63 28 F. R. 9199 (Rewritten);

Emporia, Kans.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Emporia VORTAC 134° radial extending from the arc of a 5-mile radius circle centered on the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.) to 8 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Emporia VORTAC 134° radial extending from the VORTAC to 12 miles SE of the VORTAC.

AMENDMENTS 8/22/63 28 F. R. 6910 (Added);

PENDING AMENDMENT

Erie, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Port Erie Airport (latitude 42° 04' 56" N., longitude 80° 10' 44" W.); within 5 miles NW, and 8 miles SE of the Erie ILS localizer SW course, extending from the ILS OM to 12 miles SW of the Erie VORTAC; and within 2 miles each side of the Erie RBN 054° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 42° 14' 00" N., longitude 80° 41' 00" W.; to latitude 42° 37' 00" N., longitude 79° 15' 00" W.; to latitude 42° 32' 00" N., longitude 78° 52' 00" W.; to latitude 42° 11' 30" N., longitude 78° 52' 00" W.; to latitude 42° 10' 00" N., longitude 78° 57' 00" W.; to latitude 41° 49' 40" N., longitude 78° 57' 00" W.; thence via the N boundary of V-72 and V-188, and the SW boundary of V-184 to the arc of a 15-mile radius circle centered on the Erie VORTAC; thence clockwise along this arc to latitude 41° 48' 10" N., longitude 80° 17' 35" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W.; to the point of beginning.

3/5/64 29 F. R. 132 (Added);

Escanaba, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Escanaba Municipal Airport (Lat. 45°43'25" N, Long. 37°05'40" W) within 2 miles either side of the 265° bearing from the Escanaba Municipal Airport, extending from the 5-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the 085° and 265° bearings from the Escanaba Municipal Airport, extending from 7 miles E to 14 miles W of the airport.

Essex, Calif.

That airspace extending upward from 1,200 feet above the surface within 8 miles S and 12 miles N of the Needles, Calif., VORTAC 272° radial, extending from 10 miles W to 22 miles E of the INT of the Needles VORTAC 272° and the Goffs, Calif., VOR 205° radials.

PENDING AMENDMENT

Eugene, Oreg.

That airspace extending upward from 700 feet above the surface within 3 miles each side of the Eugene VORTAC 004° radial, extending from the arc of a 5-mile radius circle centered on Mahlon-Sweet Field, Eugene, Oreg. (latitude 44° 07' 25" N., longitude 123° 13' 05" W.) to 13 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles each side of the Eugene VORTAC 008° and 188° radials, extending from 20 miles N to 8 miles S of the VORTAC; within 5 miles S and 10 miles N of the Eugene VORTAC 271° radial, extending from the VORTAC to V-27, and that airspace bounded on the W by V-287, on the SE by V-121, and on the NE by V-23W, excluding the portion within the Kings Valley, Oreg., transition area.

2/6/64 28 F. R. 13358 (Added);

Evergreen, Ala.

That airspace extending upward from 1,200 feet above the surface within a 20 mile radius of the Evergreen VOR.

Fairbanks, Alaska.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 64°49' 40" N., longitude 147°34'00" W.; within a 7-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.), and within 2 miles each side of the Eielson VOR 122° radial, extending from the 7-mile radius area to 7 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) extending clockwise from the S boundary of G-7, W of Fairbanks, to the 155° bearing from Wainwright AAF, within a 70-mile radius of Wainwright AAF, extending clockwise from the 155° bearing from Wainwright AAF to the S boundary of G-7, W of Fairbanks, and within 20 miles N and 26 miles S of the Nenana, Alaska, VORTAC 285° radial, extending from the VORTAC to 46 miles NW of the VORTAC, excluding the portion within R-2206. The portions within R-2202, R-2205, R-2207 and R-2209 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 11/14/63 28 F. R. 10354 (Added);

Fallon, Nev.

That airspace extending upward from 700 feet above the surface within a 11-mile radius of the NAAS Fallon TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within 11 miles NW and 7 miles SE of the Hazen, Nev., VOR 061° and 241° radials, extending from 5 miles SW to 30 miles NE of the VOR, excluding the portion W of longitude 119°00'00" W.; within 5 miles each side of the NAAS Fallon TACAN 039° radial, extending from the TACAN to 30 miles NE of the TACAN; within 12 miles SW and 10 miles NE of the Fallon TACAN 139° and 319° radials, extending from 10 miles NW to 23 miles SE of the TACAN; within a 20-mile radius of the Fallon TACAN extending clockwise from the TACAN 050° to the 110° radials; and that airspace extending upward from 9,500 feet MSL within 12 miles SW and 10 miles NE of the NAAS Fallon TACAN 139° radial, extending from 23 miles to 44 miles SE of the TACAN. The portions within R-4803, R-4804 and R-4810 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/19/63 28 F. R. 7824 (Added);

Farewell, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Farmington, N. Mex.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Farmington VORTAC 094° and 274° radials extending from 20 miles E to 9 miles W of the VORTAC, excluding the airspace within Federal airways.

Fayetteville, Ark.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35° 54' 30" N., longitude 94° 19' 00" W.; to latitude 36° 14' 00" N., longitude 94° 15' 00" W.; to latitude 36° 14' 00" N., longitude 94° 01' 30" W.; to latitude 36° 00' 00" N., longitude 94° 01' 30" W.; to latitude 35° 53' 30" N., longitude 94° 04' 30" W.; to point of beginning; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36° 22' 10" N., longitude 94° 06' 25" W.); within 2 miles each side of the Fayetteville VOR 005° and 185° radials, extending from the 5-mile radius area to latitude 36° 14' 00" N.; and within 2 miles each side of the Rogers RBN 003° bearing, extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35° 43' 00" N., longitude 94° 20' 00" W.; to latitude 36° 12' 00" N., longitude 94° 28' 00" W.; to latitude 36° 38' 00" N., longitude 94° 14' 00" W.; to latitude 36° 37' 30" N., longitude 93° 57' 00" W.; to latitude 35° 58' 00" N., longitude 93° 58' 30" W.; to latitude 35° 42' 00" N., longitude 94° 09' 00" W.; to point of beginning.

AMENDMENTS 12/12/63 28 F. R. 11473 (Added);

Five Finger, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles W and 7 miles E of the 170° and 350° bearings from the Five Finger RBN, extending from 13 miles N to 12 miles S of the RBN.

Flint, Mich.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR. and within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 42°46'00" N., on the east by the east boundary of V-42 east and longitude 83°30'00" W., on the north by latitude 43°16'00" N., and on the west by longitude 84°05'00" W.

AMENDMENTS 12/12/63 28 F. R. 9346 (Added);

Fort Bridger, Wyo.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Fort Bridger VOR 079° and 259° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Fort Dodge, Iowa

That airspace extending upward from 700 feet above the surface within 10 miles SW and 7 miles NE of the Fort Dodge VOR 127° and 307° radials, extending from 15 miles SE to 13 miles NW of the VOR.

Fort Stockton, Tex.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC. The portion of this transition area within R-6306 shall be used only after obtaining prior approval from the appropriate authority.

Fort Yukon, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N., longitude 145°15'10" W.), and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius area to 8 miles NE of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 062° and 242° bearings from the Fort Yukon RBN extending from 7 miles SW to 13 miles NE of the RBN.

AMENDMENTS 5/30/63 28 F.R. 3021 (Added);

Franklin, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Chess-Lamberton Airport, Franklin, Pa., (latitude 41° 22' 44" N., longitude 79° 51' 39" W.); within 2 miles each side of the Franklin VOR 001° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 099° bearing from the Franklin RBN, extending from the 6-mile radius area to 8 miles E of the RBN.

AMENDMENTS 11/14/63 28 F. R. 10474 (Added);

PENDING AMENDMENT

Fresno, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36° 43' 55" N., longitude 119° 49' 05" W.), excluding the portion within the arc of a 5-mile radius circle centered on Fresno Air Terminal, within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN, within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to 13 miles SE of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36° 00' 00" N., longitude 119° 30' 00" W., to latitude 36° 00' 00" N., longitude 118° 45' 00" W., to latitude 36° 56' 00" N., longitude 119° 20' 00" W., to latitude 37° 04' 30" N., longitude 118° 59' 00" W., to latitude 37° 29' 00" N., longitude 119° 15' 00" W., to latitude 37° 02' 00" N., longitude 120° 18' 00" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., thence E along latitude 36° 37' 00" N., to the W boundary of V-23, thence along the W boundary of V-23 to longitude 119° 30' 00" W., thence S along longitude 119° 30' 00" W., to the point of beginning.

2/6/64 28 F. R. 13396 (Added);

Galena, Alaska

That airspace extending upward from 1,200 feet above the surface within a 32-mile radius of the Galena RR.

PENDING AMENDMENT

Galesburg, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Galesburg Municipal Airport (latitude 40° 56' 30" N., longitude 90° 25' 50" W.), and within 2 miles each side of the 025° bearing from the Galesburg Municipal Airport extending from the 5-mile radius area to 8 miles NE of the airport.

4/30/64 28 F. R. 13864 (Added);

Gallup, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of McKinley County Airport, Gallup, N. Mex. (latitude 35°30'35" N., longitude 108°47'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°20'30" N., longitude 108°58'30" W., to latitude 35°31'30" N., longitude 109°02'30" W., to latitude 35°50'30" N., longitude 108°44'30" W., to latitude 35°47'30" N., longitude 108°34'00" W., to latitude 35°25'00" N., longitude 108°38'30" W., thence to the point of beginning.

AMENDMENTS 11/14/63 28 F. R. 10291 (Rewritten);

Garrison, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Drummond, Mont., VOR 091° radial, extending from 9 miles W to 20 miles E of the INT of the Drummond VOR 091° and the Butte, Mont., VOR 002° radials.

AMENDMENTS 7/25/63 28 F. R. 4661 (Added); (28 F. R. 5257 Amend. Correction);

Gila Bend, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Gila Bend VORTAC 262° and 082° radials, extending from 9 miles E to 20 miles W of the VORTAC, excluding the portions within R-2301 and R-2305.

Glasgow, Mont.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Glasgow Municipal Airport (Lat. 48°13'00" N, Long. 106°36'45" W), and within 2 miles either side of 267° and 307° bearings from the airport extending from the 5-mile radius area to 8 miles W and NW of the airport. The portion of this transition area within R-4601 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed);

Glens Falls, N. Y.
That airspace extending upward from 1,200 feet above the surface within 12 miles either side of the Glens Falls VORTAC 006° and 186° radials, extending from V-490 on the S to Lat. 44°00'00" N on the N, excluding the airspace within Federal airways and the Rutland, Vt., control area extension.

Gorman, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45'00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Graham, Tenn.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Graham VOR 253° and 073° radials, extending from 9 miles NE to 20 miles SW of the VOR.

Grand Isle, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (latitude 29° 15' 45" N., longitude 89° 57' 40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN.

AMENDMENTS 1/9/64 28 F. R. 11613 (Added);

Grand Junction, Colo.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles from the VORTAC, and within 5 miles each side of the Grand Junction ILS localizer NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial.

AMENDMENTS 5/30/63 28 F.R. 3853 (Added);

Grand Rapids, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cascade Airport, Grand Rapids, Mich. (latitude 42° 52' 45" N., longitude 85° 30' 30" W.), within 5 miles N and 10 miles S of the 259° bearing from the Grand Rapids RR, extending from the RR to 12 miles W of the RR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N of and parallel to the centerline of V-216 E of the Muskegon, Mich., VORTAC, and on the W, S and E by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43° 10' 16" N., longitude 86° 14' 09" W.), and a line beginning at latitude 42° 54' 35" N., longitude 86° 13' 00" W., extending to latitude 42° 45' 25" N., longitude 86° 23' 40" W.; to latitude 42° 35' 00" N., longitude 86° 17' 30" W.; to latitude 42° 35' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 02' 00" W.; to latitude 43° 27' 00" N., longitude 85° 02' 00" W.

AMENDMENTS 11/23/63 28 F. R. 10899 (Added);

Grantsburg, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Grantsburg VOR 197° and 017° radials, extending from 9 miles S to 20 miles N of the VOR.

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44° 29' 15" N., longitude 88° 07' 45" W.); within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 6-mile radius area to 8 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44° 32' 00" N., longitude 87° 46' 20" W., thence E to latitude 44° 32' 00" N., longitude 87° 27' 00" W., thence S along longitude 87° 27' 00" W., to latitude 44° 08' 00" N., thence SW to latitude 44° 02' 00" N., longitude 87° 40' 00" W., thence W along latitude 44° 02' 00" N., to the W boundary of V-217, thence NW along the W boundary of V-217 to latitude 44° 12' 00" N., thence W along latitude 44° 12' 00" N., to longitude 88° 25' 30" W., thence counterclockwise along the arc of a 16-mile radius circle centered on the Winnebago County Airport, Oshkosh, Wis. (latitude 43° 59' 20" N., longitude 88° 33' 15" W.) to longitude 88° 37' 00" W., thence N along longitude 88° 37' 00" N., to latitude 44° 27' 30" N., thence NE to latitude 44° 31' 20" N., longitude 88° 29' 55" W., thence clockwise via the arc of an 18-mile radius circle centered on the Austin-Straubel Airport to the point of beginning.

AMENDMENTS 1/9/64 28 F. R. 12340 (Added);

Greene, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Georgetown, N. Y., VOR 169° radial, extending from 12 miles S to 44 miles S of the VOR, excluding the airspace within Federal airways.

Greenville, Maine

That airspace extending upward from 1,200 feet above the surface within 17 miles N and 18 miles S of the Millinocket, Maine, VOR 270° radial, extending from Long. 69°04'00" W to 69 miles W of the VOR.

Grosse Ile, Mich.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 209° bearing from the Grosse Ile RBN, extending from the RBN to 8 miles SW of the RBN, excluding the portion within the Grosse Ile, Mich., control zone.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Gulkana, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles either side of the 171° and 351° bearings from the Gulkana RR, extending from 13 miles N to 13 miles S of the RR.

Gunnison, Colo.

That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Gunnison VORTAC 264° and 084° radials, extending from 20 miles W to 9 miles E of the VORTAC, excluding the airspace within Federal airways.

Gustavus, Alaska

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VOR; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR, extending from 16 miles NW to 48 miles SE of the RR.

AMENDMENTS 9/19/63 28 F. R. 7668 (Added);

Guymon, Okla.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the 360° and 180° bearings from the Guyman Airport (Lat. 36°40'50" N, Long. 101°30'15" W), extending from 20 miles N to 9 miles S of the airport, excluding the airspace within Federal airways.

Hampton, S. C.

That airspace S of Hampton extending upward from 1,200 feet above the surface bounded on the N by V-18 S, on the E by V-3, on the S by the Savannah, Ga., control area extension and on the W by V-37.

Hanksville, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Harrison, Ark.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harrison Municipal Airport (latitude 36° 15' 55" N., longitude 93° 09' 20" W.); within 2 miles each side of the Harrison VOR 316° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the Harrison VOR 316° and 136° radials, extending from 13 miles NW to 7 miles SE of the VOR.

AMENDMENTS 1/9/64 28 F. R. 11474 (Added);

Hattiesburg, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg Municipal Airport (latitude 31° 16' 00" N., longitude 89° 15' 15" W.); within 2 miles each side of the Hattiesburg VOR 154° radial, extending from the 5-mile radius area to the VOR; within 2 miles each side of the 315° bearing from the Hattiesburg Municipal Airport, extending from the 5-mile radius area to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR; within a 15-mile radius of the Laurel Municipal Airport, Laurel, Miss. (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); and within 5 miles each side of the Laurel VOR 150° radial, extending from the 15-mile and the 20-mile radius areas to 23 miles SE of the VOR, excluding the portion within R-4401.

AMENDMENTS 4/4/63 28 F.R. 720 (Rewritten); 12/12/63 28 F. R. 10999 (Rewritten);

Hays, Kans.
That airspace extending upward from 700 feet above the surface within 10 miles E and 7 miles W of the 176° and 356° bearings from the Hays Airport (Lat. 38°51'00" N, Long. 99°16'30" W), extending from 9 miles N to 20 miles S of the airport.

Hector, Calif.
That airspace extending upward from 1,200 feet above the surface within 7 miles S and 10 miles N of the Hector VORTAC 091° and 271° radials, extending from 7 miles W to 20 miles E of the VORTAC. The portion within R-2501 shall be used only after obtaining prior approval from appropriate authority.

Hibbing, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Chisholm-Hibbing County Airport (latitude 47°23'20" N., longitude 92°50'25" W.), and extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Hibbing VOR 135° and 315° radials, extending from 8 miles NW to 13 miles SE of the VOR

AMENDMENTS 7/25/63 28 F. R. 5639 (Added);

Hilo, Hawaii
That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Hilo VOR, extending from the arc of a 7-mile radius circle centered on General Lyman Airport clockwise from a line 3 miles SW of and parallel to the Hilo VOR 334° radial to a line 5 miles S of and parallel to the Hilo VOR 121° radial, and within 10 miles NW and 7 miles SE of the Hilo VOR 034° radial, extending from the 30-mile radius area to 53 miles NE of the VOR.

AMENDMENTS 12/12/63 28 F. R. 10563 (Added);

Hobbs, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.), and within 2 miles each side of the Hobbs VOR 045° radial, extending from the 7-mile radius area to 12 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Hobbs VOR; within 6 miles NE and 9 miles SW of the Hobbs VOR 132° radial, extending from the 13-mile radius area to a line through latitude 32°19'35" N., longitude 102°55'10" W. to latitude 32°36'30" N., longitude 102°07'20" W.; within 5 miles each side of the Hobbs VOR 225° radial, extending from the 13-mile radius area to 30 miles SW of the VOR, and within the arc of a 30-mile radius circle centered on the Hobbs VOR, extending clockwise from a line 5 miles NW of and parallel to the Hobbs VOR 025° radial to a line 5 miles SE of and parallel to the Hobbs VOR 045° radial.

AMENDMENTS 10/17/63 28 F. R. 9427 (Rewritten);

Homer, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles N and 9 miles S of the 265° bearing from the Homer RR, extending from the RR to 50 miles W.

Honolulu, Hawaii.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.) and the airspace S and SW of Honolulu beginning at latitude 21°20'35" N., longitude 157°51'05" W., thence S to latitude 21°15'30" N., longitude 157°49'15" W., thence SW to latitude 21°09'50" N., longitude 158°09'50" W., thence NW to latitude 21°11'25" N., longitude 158°10'50" W., thence NE via a line 4 miles SE of and parallel to the Honolulu VORTAC 242° radial to its INT with a 7-mile radius circle centered on NAS Barber's Point, thence counterclockwise via the arc of this 7-mile radius circle to and counterclockwise via the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°09'00" N., longitude 158°24'45" W. to latitude 21°15'00" N., longitude 157°31'45" W., thence W to latitude 21°15'00" N., longitude 157°36'30" W., thence within a 25-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°15'00" N., longitude 157°36'30" W. to latitude 21°10'10" N., longitude 158°20'30" W., thence W to point of beginning; that airspace S of Honolulu within 12 miles E and 8 miles W of the Honolulu VORTAC 180° radial, extending from the 25-mile radius area to 68 miles S of the VORTAC; that airspace W of Honolulu, extending from the 30-mile radius area bounded by a line beginning at latitude 21°24'15" N., longitude 158°26'45" W., thence to latitude 21°42'05" N., longitude 158°54'00" W., thence to latitude 21°13'30" N., longitude 159°04'50" W., thence to latitude 21°07'30" N., longitude 158°31'00" W., thence to latitude 21°09'00" N., longitude 158°24'45" W., excluding the portion within W-318, the portion below 4,000 feet MSL within W-322D and the portion within Kaneohe control zone and Kaneohe, Hawaii, transition area. The portions within R-3102, R-3106 and R-3109 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/63 28 F. R. 10354 (Added);

Hope, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Farmington, Minn., VOR 184° radial, extending from 22 miles S to 10 miles N of the INT of the Farmington VOR 184° and the Rochester, Minn., VOR 292° radials.

Hopkinsville, Ky.

That airspace extending upward from 1,200 feet above the surface within the area N and W of Campbell AAF bounded by a line beginning at latitude 36°07'30" N., longitude 87°55'15" W.; to latitude 36°28'00" N., longitude 88°19'50" W.; to latitude 36°34'45" N., longitude 88°03'00" W.; to latitude 36°44'45" N., longitude 88°09'55" W.; to latitude 36°54'00" N., longitude 88°42'15" W.; to latitude 36°59'00" N., longitude 88°37'00" W.; to latitude 37°00'30" N., longitude 88°31'55" W.; to latitude 36°53'20" N., longitude 88°07'05" W.; to latitude 37°12'50" N., longitude 87°39'30" W.; to latitude 37°17'30" N., longitude 87°19'00" W.; to latitude 36°59'45" N., longitude 87°10'00" W.; to latitude 36°59'20" N., longitude 87°33'30" W.; thence counterclockwise along the arc of a 25-mile radius circle centered at latitude 36°37'27" N., longitude 87°32'59" W.; to latitude 36°16'40" N., longitude 87°40'00" W.; to latitude 36°07'30" N., longitude 87°51'00" W.; to point of beginning; and within the area SE of Campbell AAF bounded by a line beginning at latitude 36°25'40" N., longitude 87°01'00" W.; to latitude 36°15'30" N., longitude 87°10'30" W.; to latitude 36°17'50" N., longitude 87°23'00" W.; to point of beginning.

AMENDMENTS 7/25/63 28 F. R. 5640 (Added);

Houma, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Houma Municipal Airport (latitude 29° 34' 10" N., longitude 90° 39' 40" W.), and within 2 miles each side of the Tibby, La., VOR 123° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 1/9/64 28 F. R. 11613 (Added);

Hugo, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Hugo VOR 113° and 293° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Iliamna, Alaska

That airspace extending upward from 1,200 feet above the surface within 6 miles W and 8 miles E of the 016° and 196° bearings from the Iliamna RR, extending from 7 miles N to 13 miles S of the RR.

Indianapolis, Ind.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Weir Cook Municipal Airport, Indianapolis, Ind. (latitude 39°43'35" N., longitude 86°17'05" W.); within 8 miles SE and 5 miles NW of the Indianapolis ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°07'00" N., longitude 87°12'10" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 88°00'00" W.; to latitude 39°40'10" N., longitude 88°00'00" W.; thence to point of beginning.

AMENDMENTS 10/17/63 28 F. R. 9425 (Added);

International Falls, Minn.

That airspace within the United States extending upward from 1,200 feet above the surface within an 8-mile radius of the Falls International Airport, International Falls, Minn; within 8 miles NE and 5 miles SW of the International Falls VOR 133° radial, extending from the 8-mile radius area to 14 miles SE of the VOR, and within 8 miles SW of the International Falls VOR 137° radial, extending from the 8-mile radius area to the United States/Canadian border.

Jackson, Mich.

That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the west by longitude 84°50'00" W., on the north by latitude 42°30'00" N., on the east by longitude 84°05'00" W., and on the south by a line beginning at latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00 N., longitude 84°46'00" W., to latitude 41°41'00" N., longitude 84°16'00" W., to latitude 41°45'00" N., longitude 84°11'45" W., to latitude 41°45'05" N., longitude 84°05'00" W.

AMENDMENTS 12/12/63 28 F. R. 9346 (Added);

Jackson, Tenn.

That airspace extending upward from 1,200 feet above the surface, bounded on the N by V-140 S, on the E by V-16 N, on the S by V-16, and on the W by V-11 E.

Jacksonville. Fla.
That airspace E of Jacksonville extending upward from 2,000 feet above the surface bounded on the E by the E boundary of V-437, and on the SW, W and NW by V-3 E alternate, excluding the portions within the Jacksonville control area extension and Control 1153.

AMENDMENTS 4/4/63 28 F.R. 1253 (Added);

Jacksonville, Ill.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 89°28'00"W, on the SE by V-426, on the S by the arc of a 25-mile radius circle centered on Lambert Field, St. Louis, Mo. (latitude 38°44'50" N., longitude 90°21'55" W.), on the W by longitude 90°32'00" W., on the N by latitude 40°00'00" N, and on the NE by the arc of a 25-mile radius circle centered on the Capital, Ill., VOR

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed); 2/7/63 27 F.R. 12926 (Changed);

PENDING AMENDMENT
Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Jamestown Municipal Airport (latitude 42° 09' 10" N., longitude 79° 15' 30" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles NE of the VOR; and within 2 miles each side of the 060° bearing from the Jamestown Municipal Airport, extending from the 7-mile radius area to 12 miles NE of the airport.
3/5/64 29 F. R. 132 (Added);

Janesville, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville (latitude 42°37'12" N., longitude 89°02'25" W.), and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR.

AMENDMENTS 12/12/63 28 F. R. 9424 (Added);

Jefferson, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ashtabula-Jefferson Airport (latitude 41° 45' 00" N., longitude 80° 46' 00" W.), and within 5 miles NW and 8 miles SE of the Jefferson VORTAC 061° radial, extending from the VORTAC to 12 miles NE of the VORTAC.

AMENDMENTS 11/14/63 28 F. R. 10474 (Added);

Jonesboro, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.), and within 2 miles each side of the 056° bearing from the airport, extending from the 5-mile radius area to 8 miles NE of the airport.

AMENDMENTS 9/19/63 28 F. R. 7707 (Added);

Joplin, Mo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Joplin ILS localizer NW course, extending from the arc of a 5-mile radius circle centered at the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) to 8 miles NW of the OM, and the airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Joplin ILS localizer NW and SE courses, extending from 12 miles NW to 31 miles SE of the OM.

AMENDMENTS 10/17/63 28 F. R. 8204 (Added);

Junction, Tex.
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 330° radial, extending from the VOR to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 150° radial, extending from the VOR to 7 miles SE; and within 5 miles each side of the Junction VOR 150° radial, extending from 7 miles SE to 23 miles SE of the VOR.

AMENDMENTS 11/14/63 28 F. R. 10331 (Added);

Juneau, Alaska
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Coghlan Island, Alaska, RBN; that airspace NW of Juneau bounded on the E by B-79, on the NW by B-38, and on the SW by a line 19 miles NE of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RR, and that airspace S of Juneau, extending from the 20-mile radius area, bounded on the NE by B-79, and on the SW by B-38, excluding the portion within the Gustavus, Alaska, transition area.

AMENDMENTS 9/19/63 28 F. R. 8204 (Added);

Kailua Kona, Hawaii

That airspace extending upward from 700 feet above the surface beginning at Lat. 19°54'00" N, Long. 156°07'50" W, to Lat. 19°41'50" N, Long. 155°57'30" W, thence clockwise along the arc of a 5-mile radius circle centered on the Kona Airport (Lat. 19°39'00" N, Long. 156°01'00" W) to Lat. 19°34'50" N, Long. 155° 59'50" W, to Lat. 19°31'50" N, Long. 156°12'30" W, thence clockwise along the arc of a 5-mile radius circle centered on the INT of the Upolu Point, Hawaii, VOR 211° and the Lanai, Hawaii, VOR 149° radials to Lat 19°38'15" N, Long. 156°17'40" W, thence to point of beginning.

PENDING AMENDMENT

Kailua, Kona, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kona Airport (latitude 19° 39' 00" N., longitude 156° 01' 00" W.) and within 2 miles each side of the 327° bearing from the airport, extending from the 5-mile radius area to 14 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 19° 34' 45" N., longitude 156° 01' 00" W., to latitude 19° 31' 45" N., longitude 156° 15' 00" W., to latitude 19° 48' 30" N., longitude 156° 23' 00" W., thence clockwise along the arc of a 26-mile radius circle centered on the Kona Airport to latitude 20° 01' 30" N., longitude 156° 00' 05" W., to latitude 19° 39' 50" N., longitude 155° 56' 30" W., thence clockwise along a 5-mile radius circle centered on Kona Airport to the point of beginning.

2/6/64 28 F. R. 13359 (Rewritten);

Kaneohe, Hawaii.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°31'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 21°31'45" N., longitude 157°51'20" W., thence to latitude 22°00'45" N., longitude 157°56'00" W., thence clockwise via the arc of a 40-mile radius circle centered on MCAS Kaneohe TACAN to latitude 21°44'30" N., longitude 157°13'20" W., thence to latitude 21°23'00" N., longitude 157°41'00" W., thence counterclockwise via the arc of an 8-mile radius circle centered on MCAS Kaneohe to the point of beginning. The portion within R-3106 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/63 28 F. R. 10355 (Rewritten);

Kansas City, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), within 2 miles each side of the Riverside, Mo., VOR 018° radial and 2 miles west of the Kansas City ILS localizer N course, extending from the 10-mile radius area to 8 miles N of the OM; within a 5-mile radius of the East Kansas City Airport (latitude 39°00' 55" N., longitude 94°12'45" W.) and within 2 miles each side of the Blue Springs, Kans., VOR 311° radial, extending from the 5-mile radius area to 6 miles NW of the VOR; within an 8-mile radius of the Mid-Continent International Airport (latitude 39°18'05" N., longitude 94°43'36" W.) and within 2 miles each side of the Mid-Continent ILS localizer N and S courses, extending from the 8-mile radius area to 13 miles N of the airport and to 8 miles S of the Mid-Continent OM; within a 7-mile radius of Sherman AAF (latitude 39°22'05" N., longitude 94°54'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the SE by the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport beginning at the W boundary of V-205 and extending counterclockwise to the S boundary of V-12, thence E along the S boundary of V-12 to longitude 93°30'00" W., thence N to latitude 39°41'00" N., longitude 93°28'45" W., thence NW to latitude 39°48'35" N., longitude 93°34'20" W., thence SW along the NW boundary of V-10 to the E boundary of V-161, thence W to latitude 39°44'00" W., longitude 94°43'20" W., thence SW to latitude 39°30 00" W., longitude 94°49'00" W. thence W. along latitude 39°30'00" N., to longitude 95°09'00" W., thence S to latitude 38°59'00" N., longitude 95°12'20" W., thence SE to latitude 38°52'00" N., longitude 95°05'25" W., thence NE along the SE boundary of V-10 to the arc of a 10-mile radius circle centered on the Kansas City Municipal Airport, thence counterclockwise to the W boundary of V-205, thence S along the W boundary of V-205 to the point of beginning.

AMENDMENTS 8/22/63 28 F R. 6872 (Added);

Keokuk, Iowa

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 311° bearing from the Keokuk RBN, extending from the RBN to 12 miles NW of the RBN, and within 5 miles each side of the 131° bearing from the Keokuk RBN, extending from the RBN to 12 miles SE of the RBN.

AMENDMENTS 1/9/64 28 F. R. 11261 (Added);

King Salmon, Alaska

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W) and within 47 miles SW and 15 miles NE of the 312° bearing from the King Salmon RR, extending from the RR to 85 miles NW.

Kings Valley, Oreg.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the Newberg, Oreg., VORTAC 204° radial, extending from 10 miles NE to 22 miles SW of the INT of the Newberg VORTAC 204° and the Eugene, Oreg., VORTAC 340° radials.

Kirksville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.), and within 2 miles each side of the Kirksville VORTAC 316° radial, extending from the 5-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 6 miles NE of the Kirksville VORTAC 316° and 136° radials, extending from 12 miles NW to 12 miles SE of the VORTAC.

AMENDMENTS 11/14/63 28 F. R. 9425 (Added);

Kremmling, Colo.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Kremmling VORTAC 243° and 063° radials, extending from 20 miles SW to 9 miles NE of the VORTAC.

Kukaklek, Alaska

That airspace extending upward from 1,200 feet above the surface within 9 miles SE and 6 miles NW of the 056° and 236° bearings from the INT of the NE course of the King Salmon, Alaska, RR and the S course of the Iliamna, Alaska, RR, extending from 8 miles NE to 19 miles SW of the INT.

Laconia, N. H.

That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of a 247° bearing from the Laconia RBN, extending from the RBN to 17 miles SW; within 5 miles either side of a direct line extending from the Concord, N. H., VOR to the Laconia RBN, and within 5 miles either side of a 014° bearing from the Laconia RBN, extending from the RBN to 12 miles N.

LaGrange, Ga.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Callaway Airport, LaGrange, Ga. (latitude 33°00'30" N., longitude 85°04'30" W.) and within 2 miles each side of the LaGrange VOR 110° radial, extending from the 4-mile radius zone to the VOR.

AMENDMENTS 10/17/63 28 F. R. 8447 (Added);

Lake City, Mich.

That airspace extending upward from 1,200 feet above the surface within 6 miles SW and 10 miles NE of the Traverse City, Mich., VOR 136° radial, extending from 8 miles NW to 19 miles SE of the INT of the Traverse City VOR 136° radial and the White Cloud, Mich., VOR 033° radial.

AMENDMENTS 12/12/63 28 F. R. 9286 (Added);

Lake Mead, Nev.

That airspace extending upward from 1,200 feet above the surface within 8 miles E and 12 miles W of the Mormon Mesa, Nev., VORTAC 196° radial extending from 10 miles S to 22 miles N of the INT of the Mormon Mesa VORTAC 196° and the Las Vegas, Nev., 081° radials.

AMENDMENTS 2/7/63 28 F.R 178 (Rewritten);

Lamar, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lamar VOR 099° and 279° radials, extending from 20 miles E to 9 miles W of the VOR, excluding the airspace within Federal airways.

Lanai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

AMENDMENTS 12/12/63 28 F. R. 10332 (Added);

Lancaster, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the West Chester, Pa., VORTAC 288° radial, extending from 9 miles NW to 41 miles NW of the VORTAC, excluding the airspace within Federal airways and the New York control area extension.

Lansing, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.), within 2 miles each side of the Lansing ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the INT of the Lansing ILS localizer W course and the Lansing VOR 358° radial, and within 2 miles each side of the Lansing ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°16'00" N., on the E by longitude 84°05'00" W., on the S by a line beginning at latitude 42°30'00" N., longitude 84°05'00" W., to latitude 42°30'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 85°15'00" W., and on the W by longitude 85°15'00" W.

AMENDMENTS 12/12/63 28 F. R. 9283 (Added);

Laramie, Wyo.

That airspace extending upward from 1.200 feet above the surface within 6 miles W and 10 miles E of the Laramie VOR 332° and 152° radials, extending from 12 miles NW to 8 miles SE of the VOR.

AMENDMENTS 12/12/63 28 F. R. 10563 (Rewritten);

Las Vegas, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Las Vegas Muncipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.), within 2 miles each side of the Las Vegas RR SW course, extending from the 8-mile radius area to 8 miles SW of the RR; and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Las Vegas VORTAC 035° and 215° radials, extending from 23 miles NE to 14 miles SW of the VORTAC.

AMENDMENTS 9/19/63 28 F R 7668 (Rewritten);

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laurel Municipal Airport (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); within 8 miles SW and 5 miles NE of the Laurel VOR 330° radial extending from the VOR to 12 miles NW.

AMENDMENTS 12/12/63 28 F. R. 10999 (Added);

PENDING AMENDMENT

Lawton, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34° 34' 15" N., longitude 98° 24' 55" W.), and within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 21' 00" N., longitude 98° 46' 00" W., to latitude 34° 42' 00" N., longitude 98° 46' 00" W., to latitude 34° 58' 00" N., longitude 98° 33' 00" W., thence E via latitude 34° 58' 00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35° 25' 50" N., longitude 97° 35' 10" W., to longitude 97° 25' 00" W., thence S via longitude 97° 25' 00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34° 18' 00" N., longitude 97° 00' 50" W.), to latitude 34° 10' 00" N., thence W via this latitude, to latitude 34° 10' 00" N., longitude 97° 49' 00" W., to point of beginning, excluding the portion within R-5601A. The portion within R-5601B shall be used only after obtaining prior approval from appropriate authority.
4/30/64 29 F. R. 132 (Added);

Lemoore, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the N by V-230, on the E by V-23, on the S by Lat. 36°00'00" N, and on the W by V-107; that airspace S of Lat. 36°00'00" N within 5 miles either side of the NAS Lemoore TACAN 191° and 132° radials, extending to V-107 and V-23 respectively. That airspace S of Lat. 36°00'00" N extending upward from 6,000 feet MSL bounded on the E by V-23, on the S by V-248, and on the W by V-107, excluding the airspace 5 miles either side of the NAS Lemoore TACAN 191° and 132° radials.

PENDING AMENDMENT

Lemoore, Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.
1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Changed) 2/6/64 28 F. R. 13769

Le Roy, Iowa

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Rochester, Minn., VOR 173° radial, extending from 15 miles to 37 miles S of the VOR.

Lewiston, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston, Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius area to the VOR, including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Lewiston VOR 075° radial extending from the VOR to 12 miles NE of the VOR.

AMENDMENTS 1/10/63 27 F.R 11498 (Added);

Lewistown, Mont.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lewistown VOR 289° and 109° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways

Liberal, Kans.

That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Liberal VOR 022° and 202° radials, extending from 20 miles N to 9 miles S of the VOR, excluding the airspace within Federal airways.

Lida, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 12 miles NE of the Coaldale, Nev., VORTAC 146° radial, extending from 22 miles SE to 22 miles NW of the Coaldale VORTAC 146° and the Tonopah, Nev., VOR 198° radials, including the airspace 12 miles NW and 9 miles SE of the Tonopah VOR 198° radial, extending from the INT of the Coaldale VORTAC 146° and the Tonopah VOR 198° radials to 22 miles NE of the INT, excluding the portions within R-4807.

Lima, Ohio

That airspace extending from 700 feet above the surface bounded on the SE by V-275, on the SW by V-277 and on the NW by V-14.

Lone Rock, Wis.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Longview, Wash.

That airspace extending upward from 4,500 feet MSL bounded on the N by the Toledo, Wash., control area extension, on the E by V-23, on the S by the Portland, Oreg., control area extension and on the W by V-99.

Lovelock, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

AMENDMENTS 9/19/63 28 F R 6873 (Added);

Loyal, Wis.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Eau Claire, Wis., VOR 107° radial, extending from 9 miles SE to 22 miles NW of the INT of the Eau Claire VOR 107° and the Wausau, Wis., VOR 258° radials.

Lucin, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Lufkin, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Lufkin VOR 157° radial, extending from the VOR to 12 miles S; within 2 miles each side of the Lufkin VOR 337° radial, extending from the VOR to the arc of a 5-mile radius circle centered at the Angelina County Airport (latitude 31°14'03" N., longitude 94°45'01" W.); within 8 miles SW and 5 miles NE of the 304° bearing from the Lufkin RBN, extending from the RBN to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Lufkin VOR

AMENDMENTS 9/19/63 28 F. R 6912 (Added);

Macon, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Robins AFB; within 8 miles SE and 5 miles NW of the Macon ILS localizer SW course extending from the Cochran Field to 12 miles SW of the ILS OM; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC; within the area N of Macon bounded on the N by V-18, on the E by V-35, and on the SW by V-267; within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, and on the SW by V-243 and a line 5 miles NE of and parallel to the Alma, Ga., VORTAC 305° radial; that airspace extending upward from 3,000 feet MSL within the area NE of Macon extending from the 35-mile radius area bounded on the N by V-18, on the SE by V-56, and on the W by V-35; within the area E of Macon extending from the 35-mile radius area bounded on the N by V-56, on the E by latitude 82°30'00" W., on the S by V-70, and on the W by V-267; within the area SE of Macon bounded on the N by V-154, on the E by longitude 82°30'00" W., on the SE by a line extending from latitude 32°15'00" N., longitude 82°30'00" W., through latitude 32°10'00" N., longitude 82°42'15" W., on the W by V-267, and on the NW by V-70; and the area S of Macon bounded on the N by V-70, on the E by V-243, on the S by latitude 32°00'00" N., and on the W by V-35, excluding the portion within the Atlanta, Ga., transition area.

AMENDMENTS 9/19/63 28 F. R. 4610 (Added);

Madison, Minn.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Watertown, S. Dak., VORTAC 086° radial, extending from 10 miles W to 22 miles E of the INT of the Watertown VORTAC 086° and the Redwood Falls, Minn., VOR 305° radials.

Madison, Wis.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 9-mile radius area to 12 miles S of the OM, within 8 miles NE and 5 miles SW of the Truax VOR 134° radial, extending from the 9-mile radius area to 12 miles SE of the VOR, within 8 miles SW and 5 miles NE of the Truax VOR 320° radial, extending from the 9-mile radius area to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line extending from latitude 43°43'00" N., longitude 89°55'00" W., to latitude 43°30'00" N., longitude 88°30'00" W., on the E by longitude 88°30'00" W., on the S by latitude 42°45'00" N., and on the W by longitude 89°55'00" W. The portion within R-6905 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/19/63 28 F. R. 7901 (Added);

Malad City, Idaho

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Malad City VORTAC 165° and 345° radials, extending from 9 miles N to 20 miles S of the VORTAC, excluding the airspace within Federal airways.

Malden, Mo.

That airspace extending upward from 700 feet above the surface within 5 miles either side of the Malden VOR 300° radial, extending from the VOR to 11 miles NW; within 8 miles NE and 5 miles SW of the Malden VOR 120° radial, extending from the VOR to 17 miles SE, and within 10 miles W and 7 miles E of the Malden VOR 167° and 347° radials, extending from 9 miles S to 20 miles N of the VOR.

Manhattan, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Manhattan Airport (latitude 39°08'35" N., longitude 96°40'05" W.), within 6 miles S and 9 miles N of the Fort Riley VOR 059° radial extending from the VOR to 21 miles NE; within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Marshall AAF (latitude 39°03'15" N., longitude 96°45'50" W.) The portion of this transition area within R-3602 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 6/27/63 28 F. R. 4163 (Added);

Manitowoc, Wis.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Manitowoc Airport (latitude 44° 07' 30" N., longitude 87° 40' 45" W.) and within 5 miles E and 8 miles W of the 351° bearing from the airport, extending from the airport to 12 miles N of the airport.

AMENDMENTS 1/9/64 28 F. R. 12340 (Added);

Maples, Mo.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Maples VOR 237° and 057° radials, extending from 20 miles SW to 9 miles NE of the VOR.

Marion, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Southern Illinois Airport, Carbondale, Ill. (latitude 37°46'50" N., longitude 89°15'10" W.), and within 2 miles either side of the 339° bearing from the Southern Illinois Airport extending from the 5-mile radius area to 8 miles N of the airport, within a 5-mile radius of the Williamson County Airport, Marion, Ill. (latitude 37°45'15" N., longitude 89°00'40" W.), and within 2 miles either side of the 034° bearing from the Williamson County Airport extending from the 5-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°39'00" N., longitude 88°48'00" W., thence to latitude 37°35'00" N., longitude 89°23'30" W., thence to latitude 37°54'00" N., longitude 89°30'00" W., thence to latitude 37°59'00" N., longitude 89°16'00" W., thence to latitude 37°56'25" N., longitude 89°01'55" W., thence to latitude 37°57'50" N., longitude 89°00'30" W., thence to latitude 37°55' 18" N., longitude 88°55'55" W., thence to latitude 37°54'00" N., longitude 88°48'00" W., thence to the point of beginning.

AMENDMENTS 4/4/63 28 F.R 967 (Rewritten);

Marthaville, La.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of the Alexandria, La., VOR 300° radial, extending from 10 miles NW to 22 miles SE of the INT of the Shreveport, La., VORTAC 164° and the Alexandria VOR 300° radials.

Massena, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles W and 5 miles E of the Massena VOR 163° and 343° radials, extending from the United States/Canadian border to Lat. 44°00'00" N, including the airspace from 5 miles SE to 10 miles SE of the Massena VOR 241° radial, extending from a line 12 miles W of and parallel to the Massena VOR 163° radial to a line 20 miles W of and parallel to the Massena VOR 163° radial, excluding the airspace within Federal airways.

Matador, Tex.

That airspace extending upward from 1,200 feet above the surface within 9 miles NW and 6 miles SE of the Childress, Tex., VOR 244° radial, extending from 8 miles SW to 19 miles NE of the Matador INT (INT of Childress VOR 244° and Guthrie, Tex., VOR 293° radials), and within 9 miles SE and 6 miles NW of the Childress VOR 244° radial, extending from 8 miles NE to 19 miles SW of the Matador INT.

AMENDMENTS 10/17/63 28 F. R. 8242 (Rewritten);

Mattoon, Ill.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Coles County Airport, Mattoon, Ill. (latitude 39°28'46" N., longitude 88°17'05" W.), and within 2 miles each side of the 228° bearing from Coles County Airport, extending from the 4-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Coles County Airport.

AMENDMENTS 9/19/63 28 F. R. 7259 (Added);

Maxwell, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the arc of a 25-mile radius circle centered on the Red Bluff, Calif., VORTAC.

PENDING AMENDMENT

In the Maxwell, Calif., transition area "arc of a 25-mile radius circle centered on the Red Bluff, Calif., VORTAC." is deleted, and "Red Bluff, Calif., transition area." is substituted therefor.

2/6/64 29 F. R. 282 (Changed);

McAllen, Tex.

That airspace extending upward from 1,200 feet above the surface bounded on the N by Lat. 26°30'00" N, on the E by Long. 98°00'00" W, on the W by Long. 98°30'80" W and on the S by the United States/Mexican border.

McGrath, Alaska

That airspace extending upward from 1,200 feet above the surface within 13 miles SW and 7 miles NE of the 115° and 295° bearings from the McGrath RR, extending from 13 miles NW to 20 miles SE of the RR.

Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Memphis Municipal Airport (latitude 35°03'00" N., longitude 89°58'15" W.), within 2 miles each side of the Memphis Runway 9 ILS localizer W course, extending from the 7-mile radius area to 12 miles W of the OM; within 2 miles each side of the Memphis Runway 9 ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the airport; within 2 miles each side of the Memphis Runway 35 ILS localizer S course, extending from the 7-mile radius area to 8 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of the Memphis Municipal Airport; within the area NW of Memphis, extending beyond the 36-mile radius area bounded on the N by V-140, on the E by V-9 W, on the S by V-54 N, and on the W by V-69; and within the area SE of Memphis, extending beyond the 36-mile radius area bounded on the NE by the N boundary of V-176, on the E by longitude 89°20'00" W., on the S by latitude 34°09'30" N., and on the W by the W boundary of V-9 E.

AMENDMENTS 9/19/63 28 F R. 7707 (Added);

NAS Memphis, Tenn.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the NAS Memphis VOR 083° radial, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

AMENDMENTS 9/19/63 28 F. R. 7707 (Added);

Menominee, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) and within 2 miles each side of the Menominee VOR 351° radial, extending from the 5-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Menominee VOR 351° and 171° radials, extending from 12 miles N to 3 miles S of the VOR.

AMENDMENTS 7/25/63 28 F. R. 5456 (Added);

Mercury, Nev.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (Lat. 36°39'16" N, Long. 116°00'54" W); that airspace extending upward from 1,200 feet above the surface bounded on the E by the Las Vegas, Nev. (B), control area extension, on the N by Lat. 36°41'00" N, on the NW by a line extending from Lat. 36°41'00" N, Long. 116°26'30" W, to Lat. 36°38'30" N, Long. 116°24'00" W, to Lat. 36°37'00" N, Long. 116°27'00" W, on the W by V-105, and on the S by Lat. 36°16'00" N, excluding the portion within R-4806 and R-4808.

Meridian, Miss.

That airspace extending upward from 1,200 feet above the surface W and N of the Meridian NAAS bounded by a line beginning at Lat. 32°47'00" N, Long. 89°30'00" W, to Lat. 32°50'00" N, Long. 89°21'00" W, to Lat. 32°41' 30" N, Long. 88°44'00" W, to Lat. 33°03'00" N, Long. 88°57'40" W, to Lat. 33°05'40" N, Long. 88°52'40" W, thence E along a 45-mile radius arc centered at the Columbus AFB, Columbus, Miss. (Lat. 33°38'35" N, Long. 88°26'40"W), to N boundary of V-18N, thence via the north boundary of V-18N, to Long. 89°30'00"W., to the point of beginning; excluding the portion within the Meridian control area extension.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed); AMENDMENTS 1/10/63 27 F.R. 11941 (Changed):
12/12/63 28 F. R. 11347 (Changed);

Mescal, Ariz.

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Tucson, Ariz., VORTAC 121° radial, extending from 18 miles SE to 50 miles SE of the VORTAC, excluding the portion within R-2303.

Middle Grove, N. Y.

That airspace extending upward from 1,200 feet above the surface within 11 miles W and 7 miles E of the Albany, N. Y., VORTAC 343° radial, extending from the N boundary of V-496 to 50 miles NW of the VORTAC.

Midland, Tex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), excluding the portion within a 1.5-mile radius of the Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.); within 2 miles each side of the Midland VOR 011° radial, extending from the 8-mile radius area to 8 miles N of the VOR; within 2 miles each side of the Midland ILS localizer SE course, extending from the 8-mile radius area to the INT of the Midland VOR 128° and the Big Spring, Tex., VOR 212° radials; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 101°52'30" W.; thence clockwise along the arc of a 30-mile radius circle centered on the Midland VOR; to latitude 31°37'00" N., longitude 102°25'00" W.; to latitude 31°40'00" N., longitude 102°39'30" W.; to latitude 31°33'00" N., longitude 102° 53'00" W.' to latitude 31°34'20" N., longitude 103°03'45" W.' to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°36'35" N., longitude 101°47'20" W.; to point of beginning ; and that airspace extending upward from 10,000 feet MSL within 5 miles each side of the Midland VOR 283° radial, extending from the W boundary of V-79 to its INT with the Wink, Tex., VOR 322° radial; and within 5 miles each side of the Wink VOR 322° radial, extending from a line 14 miles N of and parallel to the Wink VOR 256° radial to 35 miles from the VOR.

(Amend. Alt.) Corr. 28 F. R 9523 (Changed): 10/17/63 28 F. R. 9250 (Added);

Miles City, Mont.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Miles City VORTAC, extending clockwise from the Miles City VORTAC 241° to the 156° radials, and within a 30-mile radius of the Miles City VORTAC, extending clockwise from the Miles City VORTAC 156° to the 241° radials.

AMENDMENTS 10/17/63 28 F. R. 8446 (Rewritten);

Milford, Utah

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1.200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Milwaukee, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis. (latitude 42°56'51" N., longitude 87°53'58" W.), within 8 miles E and 5 miles W of the Milwaukee ILS loçalizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within a 5-mile radius of Horlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" W.), within an 8-mile radius of Timmerman Airport, Milwaukee, Wis., within 5 miles NE and 8 miles SW of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR, and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis. (latitude 43°02'00" N., longitude 88°14'00" W.); and that airspace extending upward from 1.200 feet above the surface bounded on the N by latitude 43°30'00" N., on the E by longitude 87°00'00" W., on the S by latitude 42°30'00" N., and on the W by longitude 88°30' 00" W. The portion within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Minneapolis, Minn.

That airspace E of Minneapolis extending upward from 5,000 feet MSL bounded on the N by V-78, on the SE by V-26, and on the SW by V-2N; that airspace W of Minneapolis bounded on the N by V-78, on the SE by V-148, and on the SW by V-171; and that airspace W of Farmington, Minn., bounded on the NE by V-171, on the S by V-26, and on the NW by V-148.

AMENDMENTS 11/14/63 28 F. R. 9429 (Added);

Missoula, Mont.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Missoula VOR 308° radial, extending from 4 miles NW to 12 miles NW of the VOR, and within 2 miles each side of the Missoula VOR 298° radial, extending from 4 miles NW to 9 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Missoula VOR, bounded on the SW by the SW boundary of V-2, and on the E by the E boundary of V-231; within 10 miles SW and 7 miles NE of the Missoula VOR 298° and 118° radials, extending from 9 miles SE to 20 miles NW of the VOR, and within 5 miles each side of the Missoula VOR 180° radial, extending from the VOR to 12 miles S of the VOR.

AMENDMENTS 9/19/63 28 F. R. 7902 (Rewritten);

PENDING AMENDMENT
Moline, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.); within 5 miles N and 8 miles S of the Quad City ILS localizer W course, extending from 1 mile E to 12 miles W of the OM; within a 5-mile radius of the Davenport, Iowa, Municipal Airport (latitude 41° 36' 40" N., longitude 90° 35' 20" W.); and within 5 miles each side of the 224° and 044° bearings from the Davenport RBN, extending from the Davenport Municipal Airport to 12 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 55' 00" N., on the E by longitude 89° 50' 00" W., on the S by latitude 41° 10' 00" N., and on the W by longitude 91° 00' 00" W.

4/30/64 28 F. R. 13864 (Added);

Molokai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Molokai Airport (latitude 21° 09' 25" N., longitude 157° 05' 55" W.), and within 2 miles each side of the 356° bearing from the Molokai Airport, extending from the 5-mile radius area to 8 miles N of the airport; that airspace extending upward from 1,200 feet above the surface NW of Molokai bounded on the NE by the arc of a 19-mile radius circle centered on the Molokai Airport, on the SE by V-8, on the SW by V-15 and on the NW by V-4; and that airspace NE of Molokai bounded by a line beginning at latitude 21° 22' 00" N., longitude 156° 48' 00" W., thence to latitude 21° 14' 00" N., longitude 156° 31' 30" W., thence to latitude 21° 29' 00" N., longitude 156° 25' 00" W., thence to latitude 21° 31' 00" N., longitude 156° 34' 05" W., thence to latitude 21° 25' 00" N., longitude 156° 49' 30" W., thence to point of beginning.

AMENDMENTS 12/12/63 28 F. R. 11451 (Added);

Montpelier, Vt.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Montpelier VOR 200° and 020° radials, extending from 9 miles SW to 20 miles NE of the VOR, and within 10 miles E and 7 miles W of the Montpelier VOR 155° radial, extending from the VOR to 20 miles S, excluding the airspace within Federal airways.

Montrose, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Wilks-Barre, Pa., VORTAC 325° radial, extending from 13 miles NW to 46 miles NW of the VORTAC, excluding the airspace within Federal airways and the Binghamton, N. Y., control area extension.

Mormon Mesa, Nev.

That airspace extending upward from 1,200 feet above the surface within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 032° radial, extending from the VORTAC to 20 miles NE; and within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 059° and 239° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Moses Point, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 088° and 268° bearings from the Moses Point RR, extending from 9 miles W to 20 miles E of the RR.

Mt. Clemens, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich. (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 5 miles W and 8 miles E of the Selfridge AFB ILS localizer N course, extending from 3 miles S to 12 miles N of the OM, and within 2 miles each side of the Selfridge AFB ILS localizer S course, extending from the 7-mile radius area to 11 miles S of Selfridge AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the E by the United States/Canadian Border, on the W by the E boundary of VOR Federal airway No. 42 E alternate and longitude 83° 30' 00" W., and on the N by the N boundary of VOR Federal airway No. 216. The portion within R-4203 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/9/64 28 F. R. 12203 (Added);

Muskegon, Mich.

That airspace extending upward from 700 feet above the surface within 8 miles northeast and 6 miles southwest of the Muskegon County Airport ILS localizer southeast course, extending from 3 miles northwest of the OM southeast to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.), and within a 4-mile radius of Grand Haven Memorial Airpark, Grand Haven, Mich., (latitude 43°02'00" N., longitude 86°11'50" W.); and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of Muskegon County Airport, including the airspace southwest of Muskegon bounded by a line beginning at latitude 42°54'35" N., longitude 86°13'00" W., extending southwest to latitude 42°45'25" N., longitude 86°23'40" W., thence northwest to latitude 42°58'30" N., longitude 86°32'15" W., thence east along the south boundary of V-216 to the 18-mile radius area.

AMENDMENTS 12/12/63 28 F. R. 9347 (Added);

Myton, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Myton VOR 049° and 229° radials, extending from 9 miles SW to 20 miles NE of the VOR.

Nantucket, Mass.

That airspace extending upward from 2,000 feet MSL NE of Nantucket bounded on the NE by the arc of 29-mile radius circle centered at the Nantucket VORTAC, on the SE by Control 1144, and on the NW by Control 1143; SE of Nantucket bounded on the SE by the arc of a 13-mile radius circle centered on the Nantucket CONSOLAN (Monitor site at latitude 41° 15' 35" N., longitude 70° 09' 19" W.), on the N by Control 1144, and on the SW by Control 1145; and that airspace from FL 240 to FL 300 inclusive SW of Nantucket, bounded on the N by Control 1169, on the east by Control 1145, and on the S and W by the arc of a 10.2-mile radius circle centered on the Nantucket CONSOLAN station.

AMENDMENTS 12/12/63 28 F. R. 10742 (Added);

PENDING AMENDMENT

Natchez, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hardy-Anders Field, Natchez, Miss. (latitude 31° 36' 50" N., longitude 91° 17' 55" W.) and within 2 miles each side of the Natchez VOR 012° radial extending from the 5-mile radius area to 8 miles north of the VOR: and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Hardy-Anders Field. and within 5 miles each side of the Natchez VOR 192° radial, extending from the 15-mile radius area to 23 miles south of the VOR.

12/12/63 28 F. R. 10814 (Added);Eff. date changed 2/6/64 28 F. R. 13359

Needles, Calif.

That airspace extending upward from 1,200 feet above the surface within a 10-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.); within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 3 miles W to 20 miles E of the VORTAC; within 5 miles each side of the Needles RR N and S courses, extending from 23 miles S to 23 miles N of the RR, and within 5 miles E and 8 miles W of the Needles RR N course, extending from the 10-mile radius area to 15 miles N of the RR.

AMENDMENTS 8/22/63 28 F. R. 6914(Rewritten);

New Orleans, La.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30° 06' 25" N., longitude 90° 16' 35" W.; to latitude 30° 08' 20" N., longitude 90° 02' 30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30° 02' 20" N., longitude 90° 01' 25" W.); to latitude 30° 02' 20" N., longitude 89° 54' 20" W.; to latitude 29° 49' 40" N., longitude 89° 54' 20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29° 49' 40" N., longitude 90° 01' 25" W.); to latitude 29° 44' 45" N., longitude 90° 05' 25" W.; to latitude 29° 53' 45" N., longitude 90° 20' 00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29° 59' 25" N., longitude 90° 15' 15" W.); to point of beginning; within 2 miles each side of the Navy New Orleans RBN 241° bearing extending from the RBN to 10 miles SW; and within 2 miles each side of the Navy New Orleans RBN 131° bearing, extending from the 7-mile radius area to 10 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 29° 33' 00" N., longitude 89° 16' 00" W.; to latitude 29° 13' 30" N., longitude 89° 51' 00" W.; to latitude 28° 57' 00" N., longitude 90° 01' 00" W.; to latitude 28° 59' 00" N., longitude 90° 15' 00" W.; to latitude 29° 11' 00" N., longitude 90° 25' 00" W.; to latitude 29° 15' 00" N., longitude 90° 25' 00" W.; to latitude 29° 15' 00" N., longitude 91° 05' 00" W.; to latitude 29° 31' 00" N., longitude 91° 05' 00" W.; to latitude 29° 31' 00" N., longitude 91° 11' 00" W.; to latitude 29° 47' 00" N., longitude 91° 11' 00" W.; to latitude 29° 53' 00" N., longitude 91° 00' 00" W.; to latitude 30° 13' 00" N., longitude 90° 57' 00" W.; to latitude 30° 17' 00" N., longitude 90° 45' 00" W.; to latitude 30° 38' 00" N., longitude 90° 48' 00" W.; to latitude 30° 38' 00" N., longitude 90° 11' 00" W.; to latitude 30° 54' 00" N., longitude 89° 35' 00" W.; to latitude 30° 41' 00" N., longitude 89° 18' 00" W.; to latitude 29° 41' 00" N., longitude 89° 18' 00" W.; thence to point of beginning; and that airspace extending upward from 3,000 feet MSL, bounded by a line beginning at latitude 29° 28' 35" N., longitude 89° 23' 50" W.; thence along the outer limits of the territorial waters of the United States to the northern boundary of Control Area 1226; thence NW along the N boundary of Control Area 1226 to latitude 29° 13' 30" N., longitude 89° 51' 00" W.; thence NE to point of beginning.

AMENDMENTS 1/9/64 28 F. R. 11613 (Added);

New Philadelphia, Ohio

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Philadelphia Airport (latitude 40° 28' 15" N., longitude 81° 25' 10" W.).

AMENDMENTS 11/14/63 28 F. R. 10473 (Added);

New River MCAF, N. C.
That airspace extending upward from 700 feet above the surface to and including 2,000 feet MSL, within a 12-mile radius of the MCAF New River RBN, excluding the portions within R-5306A, R-5306B, R-5306C, and the Camp Lejeune, N. C., transition area.

AMENDMENTS 5/2/63 28 F.R. 2166 (Added);

North Hilo, Hawaii
That airspace extending upward from 1.200 feet above the surface north of Hilo, Hawaii, bounded on the south by V-1 Hawaii, and on the west, north and east by a line extending from V-1 Hawaii, through latitude 20° 30' 00" N.. longitude 155° 33' 30" W.: to latitude 20° 45' 00" N.. longitude 155° 43' 00" W.: thence along latitude 20° 45' 00" N.: to longitude 155° 27' 00" W.: thence through latitude 20° 27' 22" N.. longitude 155° 15' 00" W.. to V-1 Hawaii.

AMENDMENTS 12/12/63 28 F. R. 10813 (Added);

Northway, Alaska
That airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

Ogdensburg, N. Y.
That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Watertown, N. Y., VOR 033° radial, extending from 33 miles NE to 65 miles NE of the VOR, excluding the portion outside the United States, excluding the airspace within Federal airways and outside the United States.

Olean, N. Y.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the 209° and 029° bearings from the Olean Municipal Airport (Lat. 42°14'20" N, Long. 78°22'30" W), extending from V-270 to 16 miles NE of the airport and including the airspace bounded on the NE by V-164, on the S by V-270, on the W by V-33, and on the NW by a line 7 miles NW of and parallel to the 057° and 237° bearings from the Olean Municipal Airport.

O'Neill, Nebr.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles W to 9 miles E of the VORTAC.

Oshkosh, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.), and within 8 miles E and 5 miles W of the Oshkosh VOR 176° radial, extending from the 8-mile radius area to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by V-217, on the SE by a line extending from latitude 43°41'20" N., longitude 87°58'40" W., to latitude 43°30'00" N., longitude 88° 10'00" W., on the SW by a line extending from latitude 43°30'00" N., longitude 88°10'00" W., to latitude 43°52'00" N., longitude 88°59'00" W., on the W by a line extending from latitude 43°52'00" N., longitude 88° 59'00" W., to latitude 44°04'00" N., longitude 88°59'00" W., on the NW by a line extending from latitude 44° 04'00" N., longitude 88°59'00" W., to latitude 44°04'00" N., longitude 88°51'15" W., thence clockwise via the arc of a 16-mile radius circle centered at the Winnebago County Airport to latitude 44°12'00" N., longitude 88°25'30" W., thence via latitude 44°12'00" N. to the W boundary of V-217.

AMENDMENTS 12/12/63 28 F. R. 8447 (Added);

Oswego, Kans.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Otto, N. Mex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Otto Airport (latitude 35°04'35" N., longitude 106°00'10" W.), and within 2 miles each side of the Otto VOR 087° radial, extending from the 6-mile radius area to 7 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 35°14'00" N., on the E by longitude 105°34'00" W., on the S by latitude 34°57'25" N., and on the W by a line extending from latitude 34°57'25" N., longitude 106° 00'10" W. clockwise via the arc of an 8-mile radius circle centered on the Otto Airport to latitude 35°11'20" N., longitude 106°01'20" W., thence north via the arc of a 46-mile radius circle centered on the Albuquerque, N. Mex., VORTAC to latitude 35°14'00" N., longitude 106°02'05" W.

AMENDMENTS 8/22/63 28 F. R. 6873 (Added);

Ottumwa, Iowa
That airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Ottumwa, Iowa, VORTAC 129° and 309° radials, extending from 5 miles NW to 12 miles SE of the VORTAC, and the airspace N of Ottumwa bounded on the N by V-6 S, and the SE by V-216 and on the SW by V-52.

AMENDMENTS 6/27/63 28 F. R. 4611 (Added);

Oxford, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.), and within 2 miles each side of the 257° bearing from the airport, extending from the 5-mile radius area to 8 miles W of the airport.

AMENDMENTS 9/19/63 28 F. R. 7707 (Added);

Palmdale, Calif.

That airspace extending upward from 1,200 feet above the surface bounded by a line extending from Lat. 35°34'30" N, Long. 116°23'30" W, thence to Lat. 35°28'35" N, Long. 116°18'45" W, thence S along Long. 116° 18'45" W to the NW boundary of V-8 N, thence along the NW boundary of V-8 N, the N boundary of V-12, the N boundary of V-137, and the E boundary of V-459 to latitude 35°36'15" N., longitude 118°48'45" W., thence to Lat. 35°37'30" N, Long. 117°47'30" W, thence to Lat. 35°40'30" N, Long. 117°47'00" W, thence to Lat. 36°05' 25" N, Long. 117°52'00" W, thence to Lat. 36°06'45" N, Long. 117°41'30" W, thence to Lat. 35°42'00" N, Long. 117°35'45" W, thence to Lat. 35°36'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°06'30" W, thence to Lat. 35°34'30" N, Long. 116°29'40" W, thence to point of beginning. The portions of this transition area within R-2502, R-2505, R-2506, R-2509, R-2515 and R-2524 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 6/27/63 28 F.R. 4552 (Changed);(eff. date 6/27/63 extended to 7/25/63 28 F.R. 5187);

Panama City, Fla.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Panama City-Bay County Airport, Panama City, Fla. (latitude 30°12'45" N., longitude 85°40'55" W.), and within 2 miles either side of the 328° and 090° bearings from the Panama City-Bay County Airport extending from the 5-mile radius zone to 8 miles northwest and east of the airport, excluding the portion within the Panama City (Tyndall AFB) control zone; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at:

Latitude 29°43'10" N., longitude 85°27'00" W.; to latitude 30°04'00" N., longitude 85°56'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°44'20" N., longitude 86°07'00" W.; thence along the south boundary of V-22 and the west boundary of V-7W to latitude 29°52'00" N., longitude 84°23'40" W.; to latitude 29°52'30" N., longitude 84°34'40" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.

AMENDMENTS 4/4/63 28 F.R. 2092 (Added);

Parker, Calif.

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Pasco, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pasco VOR; within 5 miles SE and 8 miles NW of the Pasco VOR 038° radial, extending from the VOR to 12 miles NE, and within 5 miles SW and 8 miles NE of the Pasco VOR 132° radial, extending from the VOR to 12 miles SE, excluding the portion within R-6715 and the airspace within Federal airways.

Paso Robles, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Paso Robles VOR 332° and 342° radials, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.) to 10 miles NW of the VOR, and within 2 miles each side of the Paso Robles VOR 146° radial, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 12 miles NE and 7 miles SW of the Paso Robles VOR 326° and 146° radials, extending from 24 miles NW to 20 miles SE of the VOR, excluding the portion within R-2504.

AMENDMENTS 9/19/63 28 F. R. 7670 (Rewritten); (F. R. Corr. 28 F. R. 7937);

PENDING AMENDMENT

In the Paso Robles, Calif., transition area "20 miles SE of the VOR, excluding the portion within R-2504." is deleted and "20 miles SE of the VOR. The airspace within R-2504 shall be used only after obtaining prior approval from appropriate authority." is substituted therefor.

2/6/64 28 F. R. 13742 (Changed);

Peach Springs, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC.

Pellston, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 7 miles SE of the Pellston VOR 047° and 227° radials, extending from 3 miles SW to 12 miles NE of the VOR, and within 8 miles NE and 5 miles SW of the 132° bearing from the Pellston RBN, extending from the 8-mile radius area to 12 miles SE of the RBN

AMENDMENTS 12/12/63 28 F. R. 9284 (Added);

Pendleton, Oreg.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41' 30" N., longitude 118°47'24" W.; that airspace extending upward from 1,200 feet above the surface within 11 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial extending from the 12-mile radius area to 39 miles SE of the VORTAC; within 10 miles SE and 7 miles NW of the Pendleton VORTAC 254° radial extending from the 12-mile radius area to 20 miles SW of the VORTAC; that airspace extending clockwise from a line 5 miles NW of and parallel to the Pendleton VORTAC 060° radial to a line 5 miles N of and parallel to the Pendleton VORTAC 090° radial extending from the 12-mile radius area to the arc of a 30-mile radius circle centered on the Pendleton VORTAC, and within 5 miles either side of the Pendleton VORTAC 090° radial extending from the 12 mile radius area to 34 miles E of the VORTAC.

AMENDMENTS 1/10/63 27 F.R. 11532 (Rewritten);

Picayune, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune Municipal Airport (latitude 30° 31' 20" N., longitude 89° 42' 25" W.), and within 2 miles each side of the Picayune VOR 332° radial, extending from the 5-mile radius area to 8 miles NW of the VOR.

AMENDMENTS 1/9/64 28 F. R. 11613 (Added);

Pike, Ark.

That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Texarkana, Ark., VORTAC 033° radial, extending from 10 miles NE to 22 miles SW of the INT of the Texarkana VORTAC 033° and the El Dorado, Ark., VORTAC 317° radials.

PENDING AMENDMENT

Pittsburgh, Pa.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within an 8-mile radius of Allegheny County Airport, Pittsburgh, Pa. (latitude 40° 21' 15" N., longitude 79° 55' 40" W.), and the airspace within tangent lines extending from the Greater Pittsburgh 8-mile radius area to the Allegheny County 8-mile radius area; within 2 miles each side of the Greater Pittsburgh Runway 10-R-ILS localizer W course, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the Clinton, Pa., RBN; within 2 miles each side of the 272° bearing from the Greater Pittsburgh Runway 10-L-ILS OM, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the OM, and within 2 miles each side of the Pittsburgh RBN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet, above the surface within a 37-mile radius of the Imperial, Pa., VORTAC, extending clockwise from the 249° to the 202° radials; within a 60-mile radius of the Imperial VORTAC, extending clockwise from the 202° to the 249° radials, excluding the portion N of a line extending from latitude 40° 56' 40" N., longitude 80° 36' 00" W., to latitude 40° 57' 00" N., longitude 80° 30' 00" W., to latitude 41° 01' 00" N., longitude 80° 08' 00" W.
2/6/64 28 F. R. 12339 (Added);

Plainview, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Plainview VOR 354° and 174° radials, extending from 7 miles S to 13 miles N of the VOR; within 8 miles SE and 5 miles NW of the Plainview VOR 214° and 034° radials, extending from 7 miles NE to 13 miles SW of the VOR; and within 8 miles W and 5 miles E of the Plainview VOR 006° and 186° radials, extending from 7 miles S to 13 miles N of the VOR.

AMENDMENTS 1/9/64 28 F. R. 12084 (Added);

Pocatello, Idaho

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Pocatello VOR 046° and 226° radials, extending from 9 miles SW to 20 miles NE of the VOR; within 10 miles E and 7 miles W of the Pocatello VOR 168° and 348° radials, extending from 9 miles N to 20 miles S of the VOR, and within 10 miles S and 7 miles N of the Pocatello VOR 252° and 072° radials, extending from 9 miles E to 20 miles W of the VOR.

Point Reyes, Calif.
That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-137, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°16'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38°43'30" N., longitude 123°23'15" W., and on the N by latitude 38°43'30" N.

AMENDMENTS 11/14/63 28 F. R. 10332 (Added);

Pontiac, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.) and within 2 miles each side of the Pontiac VOR 271° radial, extending from the 7-mile radius area to 8 miles W of the VOR.

AMENDMENTS 12/12/63 28 F. R. 9426 (Added);

Portage, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles SW and 23 miles NE of the 122° and 302° bearings from the Portage RBN, extending from 20 miles NW to 40 miles SE of the RBN.

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Cochise, Ariz., VOR 096° radial, extending from 20 miles E to 56 miles E of the VOR.

Port Angeles, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the CGAS Port Angeles (Lat. 48°08'30" N, Long. 123°24'45" W), and that airspace extending upward from 1,200 feet above the surface bounded on the N by the United States/Canadian border, on the E by A-1, on the S by Lat. 48°03'00" N and on the W by Long. 123°35'00" W.

Port Huron, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Clair County Airport, Port Huron, Mich. (latitude 42° 54' 45" N., longitude 82° 31' 35" W.), and within 5 miles SW and 8 miles NE of the 152° bearing from St. Clair County Airport, extending from the airport to 16 miles SE of the airport, excluding the portion outside the United States.

AMENDMENTS 1/9/64 28 F. R. 12203 (Added);

Prescott, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles SW and 3 miles NE of the Prescott VORTAC 303° and 123° radials, extending from 1 mile SE to 8 miles NW of the VORTAC, and within 3 miles SW and 2 miles NE of the 157° and 337° bearings from the Prescott RBN, extending from 1 mile SE to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Prescott VORTAC, extending from a line 5 miles W of and parallel to the 337° bearing from the Prescott RBN clockwise to a line 5 miles W of and parallel to the Prescott VORTAC 159° radial; within a 12-mile radius of the Prescott VORTAC, extending from a line 5 miles W of and parallel to the Presoctt VORTAC 159° radial clockwise to a line 5 miles W of and parallel to the 337° bearing from the Prescott RBN; within 5 miles each side of the 337° bearing from the Prescott RBN, extending from the 20-mile radius area to 25 miles NW of the RBN, and within 10 miles N and 7 miles S of the Drake, Ariz., VOR 082° and 262° radials extending from 9 miles W to 20 miles E of the VOR.

AMENDMENTS 9/19/63 28 F. R 7901 (Added);

Preston, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Rochester, Minn., VOR 105° radial, extending from 20 miles to 42 miles E of the VOR.

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by Lat. 35°55'00" N, and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111.

PENDING AMENDMENT

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.
1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Changed) 2/6/64 28 F. R. 13769

Promontory Point, Utah
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Ogden, Utah, VOR 316° radial, extending from 35 to 67 miles NW of the Ogden VOR.

Pullman, Mich.
That airspace extending upward from 1,200 feet above the surface within the area bounded on the N by V-30S, on the E by longitude 86°36'00" W , on the SE by V-193, on the SW by the South Bend, Ind., VORTAC 314° radial and on the W by longitude 87°01'00" W

AMENDMENTS 5/30/63 28 F.R 3585 (Added);

Quantico, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) and within 3 miles W and 2 miles E of the Brooke, Va., VORTAC 011° and 191° radials, extending from the 8-mile radius area to 2 miles S of the VORTAC. The portion of this transition area within R-6608 may be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 8/22/63 28 F.R. 6912 (Added);

Quincy, Ill.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Quincy ILS localizer SW course, extending from 4 miles NE to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 7 miles NW and 8 miles SE of the Quincy VORTAC 214° radial, extending from the 12-mile radius area to 12 miles SW of the VORTAC.

AMENDMENTS 11/14/63 28 F. R. 9284 (Added);

Rawlins, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sinclair, Wyo., RR E and W courses, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport (latitude 41° 48' 15" N., longitude 107° 12' 05" W.) to 8 miles E of the RR, and within 2 miles each side of the RR 272° bearing, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport to the RR; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 9 miles S of the Sinclair RR E and W courses, extending from 12 miles E to 18 miles W of the RR.

AMENDMENTS 1/9/64 28 F. R. 11615 (Added);

Readsville, Mo.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Readsville VOR 280° and 100° radials, extending from 20 miles W to 9 miles E of the VOR.

PENDING AMENDMENT

Red Bluff, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC; within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles NW of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, and within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC.
2/6/64 28 F. R. 12925 (Added);

Redwood Falls, Minn.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Redwood Falls VOR 061° and 241° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Reno, Nev.
That airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VOR, excluding the portions W of longitude 120°19'00" W., E of longitude 119°00'00" W., and within R-4805: and that airspace SW of Reno within 22 miles N and 13 miles S of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles E to 35 miles W of the VOR.

AMENDMENTS 9/19/63 28 F. R 7669 (Added);

Rewey, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Rewey VOR 123° and 299° radials, extending from 20 miles SE to 20 miles NW of the VOR.

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Rhinelander VOR, and within a 5-mile radius of the Drott Airport (Lat. 45°30'45" N, Long. 89°33'35" W).

Richwoods, Mo.

That airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Richwoods VOR 230° and 050° radials, extending from 7 miles NE to 13 miles SW of the VOR

AMENDMENTS 8/22/63 28 F. R. 6725 (Rewritten);

Riverton, Wyo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 2 miles each side of the Riverton VOR 121° radial extending from the 5-mile radius area to 8 miles SE of the VOR, and within 2 miles each side of the Riverton VOR 291° radial extending from the 5-mile radius area to 8 miles NW of the VOR; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Riverton VOR, and within 10 miles E and 7 miles W of the Riverton VOR 016° radial extending from the 20-mile radius area to 38 miles N of the VOR.

AMENDMENTS 6/27/63 28 F. R. 4348 (Rewritten);

Rockaway, Oreg.

That airspace extending upward from 19,500 feet MSL bounded on the E by the continental control area, and on the S, W, and NW by a line extending from the boundary of the continental control area through latitude 45°24'00" N., longitude 124°13'00" W., to latitude 45°36'00" N., longitude 124°28'00" W., to latitude 45°44'00" N., longitude 124°28'00" W., through latitude 45°55'00" N., longitude 124°15'00" W., to the boundary of the continental control area, excluding the airspace within Federal airways.

AMENDMENTS 4/4/63 28 F.R 966 (Added);

Rockford, Ill.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 8 miles E and 5 miles W of the Rockford ILS localizer S course, extending from the Greater Rockford Airport to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42°45'00" N., on the E by longitude 88°30'00" W., on the S by latitude 41°55'00" N., and on the W by longitude 89°55'00" W

AMENDMENTS 12/12/63 28 F. R. 9424 (Added);

PENDING AMENDMENT

Rock Springs, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Rock Springs ILS localizer E course, extending from 6 miles to 12 miles E of the OM; within 1 mile N and 5 miles S of the Rock Springs VORTAC 097° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.), to 14 miles E of the VORTAC, and within 2 miles each side of the Rock Springs VORTAC 259° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 11 miles S of the Rock Springs VORTAC 079° and 259° radials, extending from 20 miles E to 20 miles W of the VORTAC, and that airspace within a 23-mile radius of the Rock Springs VORTAC, extending clockwise from a line 5 miles NW of and parallel to the Rock Springs VORTAC 026° radial to a line 5 miles S of and parallel to the VORTAC 097° radial.

2/6/64 28 F. R. 13358 (Added);

Rocky Point, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the 255° bearing from the Kodiak, Alaska, RR, extending from 18 miles E to 8 miles W of the INT of the 255° bearing from the Kodiak RR and the 132° bearing from the King Salmon, Alaska, RR.

Rome, Ga.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Russell Field, Rome, Ga. (latitude 34°21'00" N., longitude 85°09'30" W.), within 2 miles each side of the Rome VOR 349° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the 165° bearing from the Rome RBN, extending from the 8-mile radius area to 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 34°37'00" N., on the E. by longitude 85°00'00" W., on the S. by latitude 33°59'00" N., and on the W. by longitude 85°21'00" W. excluding the portion which coincides with the Atlanta, Ga., transition area.

AMENDMENTS 8/22/63 28 F R. 6782 (Added);

Roseburg, Oreg.

That airspace extending upward from 1,200 feet above the surface within 7 miles E and 10 miles W of the Roseburg VOR 175° and 355° radials extending from 20 miles N to 12 miles S of the VOR

AMENDMENTS 6/27/63 28 F R 4347 (Added);

PENDING AMENDMENT

Roswell, N. Mex.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 06' 00" N., longitude 104° 50' 00" W., to latitude 33° 23' 00" N., longitude 104° 50' 00" W., to latitude 33° 34' 00" N., longitude 104° 40' 00" W., to latitude 33° 34' 00" N., longitude 104° 25' 00" W., to latitude 33° 37' 00" N., longitude 104° 20' 00" W., to latitude 33° 26' 00" N., longitude 104° 07' 00" W., to latitude 33° 09' 00" N., longitude 104° 12' 00" W., to latitude 33° 02' 00" N., longitude 104° 30' 00" W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32° 40' 38" N., longitude 104° 58' 25" W., to latitude 32° 50' 40" N., longitude 105° 15' 00" W., to latitude 32° 58' 00" N., longitude 105° 09' 00" W., to latitude 33° 41' 30" N., longitude 105° 09' 00" W., thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB, Roswell, N. Mex., (latitude 33° 18' 05" N., longitude 104° 31' 20" W.) to latitude 33° 32' 00" N., longitude 103° 47' 35" W., to latitude 33° 04' 00" N., longitude 103° 48' 00" W.; thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB to latitude 32° 44' 00" N., longitude 104° 54' 20" W., thence to point of beginning; and that airspace extending upward from 8,500 feet MSL within 5 miles each side of the Roswell VOR 350° radial, extending from the 45-mile radius area to 63 miles N of the Roswell VOR; within 5 miles each side of the Walker AFB TACAN 348° radial, extending from the 45-mile radius area to 67 miles N of the Walker TACAN; within 5 miles each side of the Roswell VOR 007° radial, extending from the 45-mile radius area to 69 miles N of the Roswell VOR; within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE of the Roswell VOR; within 5 miles each side of the Walker TACAN 192° radial, extending from the 45-mile radius area to 63 miles S of the Walker TACAN, and within 5 miles each side of the Roswell VOR 186° radial, extending from the 45-mile area to 65 miles S of the Roswell VOR. The portion of this transition area within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE is excluded from Federal airways.

2/6/64 28 F. R. 12925 (Added);

Saginaw, Mich.

That airspace extending upward from 1,200 feet above the surface, within a 14-mile radius of Tri-City Airport (latitude 43°31'54" N., longitude 84°04'54" W.), within 10 miles SW and 6 miles NE of the Saginaw VOR 317° radial, extending from the 14-mile radius area to 37 miles NW of the VOR, and within the area bounded on the N by latitude 43°36'00" N., and the 14-mile radius area, on the NE by the NE boundary of V-216, on the E by longitude 83°30'00" W, on the S by latitude 43°16'00" N., and on the W by longitude 84°25'00" W.

AMENDMENTS 12/12/63 28 F. R. 9424 (Added);

PENDING AMENDMENT

St. Clairsville, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alderman Field, St. Clairsville, Ohio (latitude 40° 03' 25" N., longitude 80° 57' 55" W.), and within 2 miles each side of the Bellaire, Ohio, VOR 291° radial, extending from the 5-mile radius area to the VOR.

2/6/64 28 F. R. 12339 (Added);

St. Johns, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC.

St. Joseph, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 5 miles E and 8 miles W of the St. Joseph ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from the INT of the S boundary of V-216 and the W boundary of V-13 SW to latitude 39°42'25" N., longitude 94°29'30" W.; to latitude 39°44'00" N., longitude 94°43'20" W.; to latitude 39°30"00" N., longitude 94°49'00" W.; to latitude 39°30'00" N., longitude 95°09'00" W.; thence N along longitude 95°09'00" W. to its INT with the arc of a 20-mile radius circle centered at the Rosecrans Memorial Airport; thence clockwise along this arc to the W boundary of V-205; thence N along the W boundary of V-205 to the S boundary of V-216; thence E along the S boundary of V-216 to point of beginning; and that airspace N of St. Joseph bounded on the E by a line 5 miles NE of and parallel to the Neola, Iowa, VORTAC 142° radial, on the S by V-216 and on the W by V-15 E.

AMENDMENTS 8/22/63 28 F. R. 6913 (Added):

St. Louis, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 5 miles SE and 8 miles NW of the Lambert-St. Louis Municipal Airport ILS localizer NE course, extending from the 10-mile radius area to 12 miles NE of the OM, within a 5-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'28" N., longitude 90°03'02" W.), within 2 miles each side of the 009° bearing from the Civic Memorial Airport, extending from the 5-mile radius area to 7 miles N of the airport, and within 5 miles S and 8 miles N of the 103° bearing from the Civic Memorial Airport, extending from the airport to 12 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport, within 6 miles SW and 9 miles NE of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles NW of the VORTAC, within a 40-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 5 miles W and 8 miles E of the 009° bearing from Civic Memorial Airport, extending from the airport to 19 miles N of the airport, excluding the airspace within the Jacksonville, Ill., and Vandalia, Ill., transition areas and the portion within a 13-mile radius of the Centralia, Ill., VOR.

AMENDMENTS 8/22/63 28 F. R. 6725 (Added);

St. Thomas, Pa.

That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the St. Thomas VOR 251° and 067° radials, extending from 20 miles SW to 20 miles NE of the VOR, excluding the portion within Williamsport, Pa., transition area and the airspace within the Washington, D. C. control area extension.

Salina, Kans.

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W); that airspace extending upward from 3,500 feet MSL in the area N of Salina, bounded on the NE by a line extending from Lat. 39°52'15" N, Long. 96°48'00" W, to Lat. 39° 40'45" N, Long. 96°35'00" W, on the E by the Emporia, Kans., VORTAC 346° radial, on the S by the N boundary of V-4 E of the Salina VORTAC and V-108 W of the Salina VORTAC, on the W by Long 98°30'00" N, and on the N by V-216 W of the Mankato, Kans., VOR and V-216 S alternate E of the Mankato VOR; and that airspace S of Salina bounded on the E by Long. 97°00'00" W, on the S by V-280 E of the Hutchinson, Kans., VORTAC and V-132 W of the Hutchinson VORTAC on the W by Long. 98°45'00" W, and on the N by V-4 W of the Salina VORTAC and V-4 S alternate E of the Salina VORTAC, excluding the portion within 25 miles of the Hutchinson RBN and the portions within the Manhattan, Kans., transition area, and within V-73 more than 25 miles from Schilling AFB. The portions of this transition area within R-3601 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed);
AMENDMENTS 6/27/63 28 F.R. 4163 (Changed); (Amend. Mod. 28 F.R. 5353);

Salisbury, Md.

That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Salisbury VOR 027° and 207° radials, extending from 9 miles SW to 20 miles NE of the VOR, excluding the portion within R-4006 and excluding the airspace within Federal airways.

Samsville, Ill.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Samsville VOR 266° and 086° radials, extending from 20 miles W to 9 miles E of the VOR.

San Angelo, Tex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mathis Field, San Angelo, Tex. (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 8-mile radius area to 8-miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 30°49'45" N., longitude 100°12'45" W.; to latitude 30°47'15" N., longitude 100°22' 15" W.; to latitude 31°02'40" N., longitude 100°45'55" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to point of beginning. The portion within R-6309 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 11/14/63 28 F. R. 9285 (Added);

San Luis Obispo, Calif.

That airspace extending upward from 1,200 feet above the surface N of San Luis Obispo bounded on the SW by V-27, on the E by V-25 W, and on the N by a line extending from V-27 through latitude 35°30'00" N., longitude 120°56'00" W., and latitude 35°32'00" N., longitude 120°48'00" W., to V-25 W; and W of San Luis Obispo bounded on the NE by V-27 and the Lompoc, Calif., control area extension, and on the W and SW by a line extending from V-27 through latitude 35°17'00" N., longitude 121°00'00" W., to latitude 35°10'00" N., longitude 120°55'00" W., thence through latitude 35°04'00" N., longitude 120°44'30" W. to the Lompoc, Calif., control area extension.

AMENDMENTS 11/14/63 28 F. R. 10418 (Added);

San Simon, Ariz.

That airspace extending upward from 1,200 feet above the surface within 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz. and Portal, Ariz., transition areas.

Sandusky, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.); within 2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Griffing-Sandusky Airport; within a 21-mile radius of the Griffing-Sandusky Airport, bounded on the N by the 12-mile radius area on the E by the 163° bearing from the airport, and on the W by the 229° bearing from the airport; and within the area bounded on the NE by V-297, on the SE by V-232, on the SW by the 12-mile radius area, and on the NW by the 034° bearing from the Griffing-Sandusky Airport.

AMENDMENTS 8/22/63 28 F. R. 6725 (Added);

Santa Barbara, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the W by V-25, on the N by V-248, on the NE by V-107, on the E by Long. 119°30'00" W, and on the S by V-12.

Santa Fe, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), within 2 miles each side of the Santa Fe VORTAC 165° radial, extending from the 10-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°14'00" N., longitude 106°02'05" W.; thence counterclockwise along the arc of a 46-mile radius circle centered on the Albuquerque VORTAC; to latitude 35°37'35" N., longitude 106°24'48" W.; to latitude 35°47'00" N., longitude 106°15'00" W.; to latitude 35°47'00" N., longitude 105°50'00" W.; to latitude 35°14'00" N., longitude 105°50'00" W.; to point of beginning, excluding the portion within R-5101.

AMENDMENTS 8/22/63 28 F. R. 6911 (Added);

Savannah, Ga.

That airspace extending upward from 1,200 feet above the surface W and SW of Savannah bounded on the N by the S boundary of V-154, on the E by the arc of a 40-mile radius circle centered at the Hunter AFB (latitude 32°00'35" N., longitude 81°08'45" W.), on the S by a line extending through latitude 32°03'40" N., longitude 81°50'10" W. and latitude 32°03'20" N., longitude 81°54'40" W., and on the W by the E boundary of V-157; that airspace bounded on the N by a line extending through latitude 31°35'45" N., longitude 82°07'10" W. and latitude 31°35'00" N., longitude 81°36'30"W., and E along latitude 31°35'00" N. to the W boundary of V-3, on the E by V-3, on the S by latitude 31°30'00" N., and on the W by V-267; and the airspace extending upward from 4,000 feet above the surface bounded on the N by a line extending through latitude 32°03'20" N., longitude 81°54'40" W. and latitude 32°03'40" N., longitude 81°50'10" W., on the E by the arc of a 40-mile radius circle centered at the Hunter AFB, on the S by a line extending through latitude 31°35'45" N., longitude 82°07'10" W., and latitude 31°35'00" N., longitude 81°36'30" W. and on the W by the E boundaries of V-267 and V-157. The portion of this transition area within R-3005A, R-3005B and R-3006 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 12/12/62 27 F.R. 12441 (Added); On Publ. 2/21/63 28 F.R. 1630 (Changed);

Scottsbluff, Nebr.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 7 miles NE to 13 miles SW of the VORTAC; within 5 miles S and 8 miles N of the Scottsbluff VORTAC 259° and 080° radials, extending from 4 miles W to 13 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Scottsbluff VORTAC.

AMENDMENTS 12/12/63 28 F. R. 10330 (Rewritten);

Searchlight, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Las Vegas, VORTAC 157° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 157° and the Goffs, Calif., VOR 030° radials.

PENDING AMENDMENT
Sedalia, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.), and within 2 miles each side of Whiteman ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at longitude 93° 30' 00" W., and the south boundary of V-12, thence north via longitude 93° 30' 00" W., to the south boundary of V-4, thence east along the south boundary of V-4 to longitude 92° 31' 00" W., thence south along longitude 92° 31' 00" W., to the south boundary of V-12, thence west along the south boundary of V-12 to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman VOR, to the east boundary of V-205, thence northwest along the east boundary of V-205 to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39° 07' 20" N., longitude 94° 35' 30" W.) to the south boundary of V-12, thence east along the south boundary of V-12 to the point of beginning; and that airspace extending upward from 2,500 feet MSL bounded on the north by the south boundary of V-12, on the east by longitude 92° 31' 00" W., and the west boundary of V-63, on the south by the arc of a 25-mile radius circle centered on Springfield, Mo., Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.), on the west by the east boundary of V-205 and the arc of a 29-mile radius circle centered on the Whiteman VOR.

3/5/64 28 F. R. 13929 (Added);

Shenandoah, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Selinsgrove, Pa., VORTAC 083° radial, extending from 10 miles E to 43 miles E of the VORTAC, excluding the portions within R-5801 and R-5802 and the airspace within Federal airways, the New York, N. Y., control area extension and the Williamsport, Pa., transition area.

PENDING AMENDMENT

Sheridan, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sheridan VORTAC 318° radial, extending from the VORTAC to 3 miles NW of the VORTAC, and within 2 miles NE and 3 miles SW of the Sheridan RBN 133° bearing, extending from the arc of a 5-mile radius circle centered on Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.) to 14 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Sheridan VORTAC 137° and 317° radials, extending from 25 miles SE to 15 miles NW of the VORTAC.

2/6/64 28 F. R. 13358 (Added);

Shuyak, Alaska

That airspace extending upward from 1,200 feet above the surface within 8 miles W either side of the 167° and 347° bearings from the Shuyak RBN, extending from 13 miles N to 14 miles S of the RBN.

Sidney, Nebr.

That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Sidney VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the Sidney VOR, excluding the airspace within Federal airways.

Sitka, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sitka RR SW course, extending from 2 miles SW to 8 miles SW of the RR; within 2 miles each side of the Biorka, Alaska, VORTAC 207° radial, extending from 2 miles SW to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Biorka VORTAC 027° and 207° radials, extending from 6 miles NE to 14 miles SW of the VORTAC.

AMENDMENTS 9/19/63 28 F. R. 7667 (Added);

Skwentna, Alaska

That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Slate Run, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Stonyfork, Pa., VORTAC 276° radial, extending from 8 miles W to 40 miles W of the VORTAC, excluding the airspace within Federal airways.

PENDING AMENDMENT

Springfield, Mo.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.), within 2 miles each side of the 324° bearing from the Springfield RBN, extending from the 7-mile radius area to 8 miles NW of the RBN, within 5 miles W and 8 miles E of the Springfield ILS localizer S course, extending from 1 mile N to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Springfield Municipal Airport, within 9 miles N and 6 miles S of the Springfield VORTAC 058° radial, extending from the 25-mile radius area to 43 miles NE of the VORTAC, within 6 miles W and 9 miles E of the Springfield VORTAC 146° radial, extending from the 25-mile radius area to 41 miles SE of the VORTAC, within 5 miles NW and 8 miles SE of the Dogwood, Mo., VOR 053° radial, extending from the VOR to 7 miles NE of the VOR, and within 9 miles E and 6 miles W of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles SW of the VORTAC.

3/5/64 29 F. R. 132 (Added);

Stansbury, Utah

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Salt Lake City, Utah, VORTAC 265° radial, extending from 13 miles to 45 miles W of the VORTAC.

Stockton, Calif.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N.

AMENDMENTS 1/9/64 28 F. R. 12339 (Added);

Stonyfork, Pa.

That airspace extending upward from 1,200 feet above the surface within 11 miles SE and 7 miles NW of the Stonyfork VORTAC 029° and 209° radials, extending from 4 miles NE to 26 miles SW of the VORTAC, and within 10 miles S and 7 miles N of the Stonyfork VORTAC 278° and 098° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the portion within the Williamsport, Pa., transition area.

Sturgis, Mich.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Kirsch Airport, Sturgis, Mich., (latitude 41° 48' 50" N., longitude 85° 26' 10" W.), and within 8 miles NW and 5 miles SE of the 059° bearing from Kirsch Airport, extending from Kirsch Airport to 12 miles NE of the airport.

AMENDMENTS 12/12/63 28 F. R. 10741 (Added);

Summit Alaska

That airspace extending upward from 1,200 feet above the surface within 25 miles W and 16 miles E of the 187° and 007° bearings from the Summit RR, extending from 22 miles S to 42 miles N of the RR.

Talkeetna, Alaska

That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways

Tanana, Alaska

That airspace extending upward from 1,200 feet above the surface within 6 miles NE and 10 miles SW of the 314° and 134° bearings from the Tanana RR, extending from 7 miles NW to 13 miles SE of the RR.

Taylor, Fla.

That airspace southwest of Taylor extending upward from 2.500 feet MSL bounded on the N by V-22, on the E by V-157 and on the SW by V-159

AMENDMENTS 4/4/63 28 F R 843 (Added)

Terre Haute, Ind.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM; within 2 miles each side of the 198° bearing from the Terre Haute LOM, extending from the 7-mile radius area to 8 miles S of the LOM; and within 5 miles SE and 10 miles NW of the Terre Haute VOR 051° radial, extending from the VOR to 13 miles NE.

AMENDMENTS 10/17/63 28 F. R. 9425 (Added);

The Dalles, Oreg.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of The Dalles VORTAC 096° and 276° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the airspace within Federal airways.

Thurman, Colo.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Thurman VOR 100° and 280° radials, extending from 20 miles E to 9 miles W of the VOR.

Tonopah. Nev.

That airspace extending upward from 700 feet above the surface within 5 miles W and 3 miles E of the Tonopah VOR 352° and 172° radials. extending from 9 miles N to 2 miles S of the VOR: and that airspace extending upward from 1.200 feet above the surface within a 14-mile radius of the Tonopah VOR excluding the portions within R-4807 and R-4809

AMENDMENTS 1/9/64 28 F. R. 10703 (Rewritten);

Topeka, Kans.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans. (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 039° radial, extending from the 7-mile radius area to 8 miles NE of the VORTAC, within 5 miles SW and 8 miles NE of the Philip Billard Airport ILS localizer NW course, extending from 3 miles SE to 12 miles NW of the OM; within a 7-mile radius of Forbes AFB, Topeka, Kans. (latitude 38°57'10" N., longitude 95°39'50" W.), and within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 7-mile radius area to 9 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°22'30" N., longitude 96°02'00" W., thence SE along a line 8 miles NE of and parallel to the Emporia, Kans., VORTAC 134° radial to the S boundary of V-10, thence NE along the S boundary of V-10 to latitude 38°52'00" N., longitude 95°05'25" W., thence NW to latitude 38°59'00" N., longitude 95°12'20" W., thence N to latitude 39°30'00" N., longitude 95°09'00" W., thence N along longitude 95°09'00" W., to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, St. Joseph, Mo. (latitude 39°46'23" N., longitude 94°54'31" W.), thence clockwise along the arc of the 20-mile radius circle to the W boundary of V-77, thence SW along the W boundary of V-77 to the arc of a 28-mile radius circle centered on the Philip Billard Airport, thence counterclockwise along the arc of the 28-mile radius circle to longitude 95°45'00" W., thence NW to latitude 39°40'00" N., longitude 95°57'00" W., thence SW to latitude 39°26'50" N., longitude 96°30'50" W., thence SE along the Emporia VORTAC 346° radial to the arc of a 23-mile radius circle centered on Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.), thence clockwise along the arc of the 23-mile radius circle to the intersection of the Emporia VORTAC 346° radial, thence SE along the Emporia VORTAC 346° radial to the arc of a 5-mile radius circle centered on the Emporia Municipal Airport, Emporia, Kans. (latitude 38°20'00" N., longitude 96°11'15" W.), thence clockwise along the arc of the 5-mile radius circle to the Emporia VORTAC 044° radial, thence NE along the 044° radial to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at latitude 39°52'15" N., longitude 96°48'00" W., thence E along the S boundary of V-216 S alternate and V-50 to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, thence counterclockwise along the arc of the 20-mile radius circle to the W boundary of V-77, thence SW along the west boundary of V-77 to the arc of a 28-mile radius circle centered on Philip Billard Airport, thence counterclockwise along the arc of the 28-mile radius circle to longitude 95°45'00" W., thence NW to latitude 39°40'00" N., longitude 95°57'00" W., thence SW to latitude 39°26'50" N., longitude 96°30'50" W., thence NW to latitude 39°40'45" N., longitude 96°35'00" W., to the point of beginning.

AMENDMENTS 8/22/63 28 F. R. 6494 (Added);

Traverse City, Mich.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.), within 5 miles SW and 8 miles NE of the Traverse City VOR 158° radial, extending from the 8-mile radius area to 14 miles S of the VOR, and within 5 miles SW and 8 miles NE of the 137° bearing from the Traverse City RBN, extending from the 8-mile radius area to 14 miles SE of the RBN.

AMENDMENTS 12/12/62 27 F.R. 12210 (Changed); 12/12/63 28 F. R. 9286 (Rewritten);

Tremonton, Utah

That airspace extending upward from 1,200 feet above the surface bounded on the NE by a line extending from V-21 to V-288 through Lat. 41°50'00" N, Long. 112°12'30" W, and Lat. 41°40'00" N, Long. 112°05'00" W, on the S by V-288 and on the W by V-21.

Tri-City, Tenn.

That airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.) and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport.

AMENDMENTS 5/30/63 28 F.R. 3585 (Rewritten);

Truth or Consequences, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Truth or Consequences VOR 013° and 193° radials, extending from 20 miles N to 9 miles S of the VOR, and within 5 miles each side of the Truth or Consequences VOR 143° radial, extending from the 8-mile radius area to 23 miles SE of the VOR. The portion of this transition area within R-5111 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/9/64 28 F. R. 9980 (Added);

Tuba City, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Tuba City VOR 076° and 256° radials, extending from 9 miles E to 20 miles W of the VOR.

Tucumcari, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Tucumcari VOR 267° and 087° radials, extending from 23 miles W to 12 miles E of the VOR, and within 8 miles NW and 5 miles SE of the Tucumcari VOR 033° radial, extending from the VOR to 12 miles NE

AMENDMENTS 9/19/63 28 F.R 7588 (Added).

Tupelo, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tupelo Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.), within 2 miles each side of the Tupelo VOR 215° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; and the airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Tupelo Municipal Airport

AMENDMENTS 8/22/63 28 F R. 6911 (Added);

Twenty-Nine Palms, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by Long 115°12'00" W, on the S by Lat. 33°28'00" N, on the W by the W boundary of V-208 and V-117, the S boundary of V-16, and Long 116°28'00" W, and on the N by Lat 34°17'00" N, excluding the portion within R-2501 and R-2507

Twin Falls, Idaho

That airspace extending upward from 1,200 feet above the surface within 20 miles W and 15 miles E of the Twin Falls VOR 180° and 360° radials, extending from 10 miles S to 29 miles N of the VOR, excluding the airspace within Federal airways

PENDING AMENDMENT

Twin Falls, Idaho

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Twin Falls VOR; within 8 miles N and 5 miles S of the Twin Falls VOR 086° radial, extending from the VOR to 12 miles E of the VOR, and within 2 miles each side of the Twin Falls VOR 195° radial, extending from the 7-mile radius area to 10 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Twin Falls VOR, extending clockwise from the VOR 038° radial to the VOR 311° radial; within a 27-mile radius of the Twin Falls VOR, extending clockwise from the VOR 311° radial to the VOR 038° radial, and within 9 miles SW and 6 miles NE of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles NW of the VOR.

2/6/64 28 F. R. 13357 (Rewritten);

Unalakleet, Alaska

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 290° and 110° bearings from the Unalakleet RR, extending from 24 miles W to 9 miles E of the RR, excluding the airspace within Federal airways.

Vandalia, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.); within 2 miles either side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR; the airspace S and SW of the Vandalia VOR extending upward from 1,200 feet above the surface within a 15-mile radius of the Vandalia VOR extending clockwise from the Vandalia VOR 100° radial to the Vandalia VOR 239° radial; within 10 miles NW and 7 miles SE of the Vandalia VOR 074° and 254° radials extending from 20 miles NE to 9 miles SW of the VOR; and within 8 miles W and 5 miles E of the Vandalia VOR 003° radial extending from the VOR to 12 miles N, excluding the portion within V-12.

AMENDMENTS 1/10/63 27 F.R 11692 (Rweritten).

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.), Vichy, Mo.; within 2 miles either side of the Vichy VORTAC 067° radial extending from the 5-mile radius area to 8 miles NE of the VORTAC; and the airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Vichy VORTAC 239° and 059° radials extending from 20 miles SW to 9 miles NE of the VORTAC

AMENDMENTS 12/12/62 27 F.R 12440 (Rewritten);

Victorville, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the N by V-12, on the SE by V-8 and on the SW by a line 5 miles SW of and parallel to the Palmdale, Calif., VOR 124° radial. The portion of this transition area within R-2526 shall be used only after obtaining prior approval from the appropriate authority

Washington, D. C.

That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at latitude 38°37'20" N., longitude 77°35'30" W., extending N to latitude 38°50'30" N., longitude 77°35'20" W., thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va. (latitude 38°56'40" N., longitude 77°27'24" W.), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.) to latitude 38°40'15" N., longitude 76°55'10" W., to latitude 38°35'00" N., longitude 76°54'20" W., to latitude 38°35'00" N., longitude 77°11'40" W., thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) to latitude 38°35'10" N., longitude 77°24'20" W., thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19-R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°05'26" N., longitude 78°12'02" W., to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 38°14'00" N., longitude 76°46'00" W.; to latitude 38°47'00" N., longitude 76°16'00" W.; to latitude 38°57'00" N., longitude 76°22'00" W.; to latitude 39°09'00" N., longitude 77°12'00" W.; to latitude 39°18'00" N., longitude 77°22'00" W.; to the point of beginning. The portions of this transition area within R-6601, R-6608, R-6611, R-6612 and R-6613 may be used only after obtaining prior approval from appropriate authority. The portion within P-56 is excluded.

AMENDMENTS 8/22/63 28 F. R. 6912 (Added);

Watkins Glen, N. Y.

That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Watkins Glen VOR 120° and 300° radials, extending from 9 miles SE to 20 miles NW of the VOR, excluding the airspace within Federal airways.

Waukon, Iowa

That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Waukon VOR 123° and 303° radials, extending from 22 miles SE to 10 miles NW of the VOR.

Wendover, Utah

That airspace extending upward from 8,700 feet MSL bounded on the N by a line 5 miles S of and parallel to the Lucin, Utah, VOR 096° radial, on the W by a line 5 miles E of and parallel to the Lucin VOR 174° radial, on the S by a line 5 miles N of and parallel to the Bonneville. Utah. VOR 084° radial, and on the E by a line beginning at latitude 40°51'30" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°45'00" W., to latitude 41°10'40" N., longitude 112°45'00" W., to latitude 41°12'00" N., longitude 112°52'00" W., thence N via longitude 112°52'00" W., to a line 5 miles S of and parallel to the Lucin VOR 096° radial, excluding the portion within the Lucin. Utah. transition area. The portion within R-6404 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 10/17/63 28 F. R. 8449 (Added);

PENDING AMENDMENT

Wheeling, W. Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM

2/6/64 28 F. R. 12339 (Added);

White Cloud, Mich.

That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Williamsport, Pa.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Williamsport VORTAC 127° and 307° radials, extending from 9 miles SE to 20 miles NW of the VORTAC; within 10 miles S and 7 miles N of the 271° and 091° bearings from the Hughesville, Pa., RBN, extending from 9 miles W to 20 miles E of the Hughesville RBN; within 10 miles N and 7 miles S of the Milton, Pa., VORTAC 094° and 274° radials, extending from 20 miles E to 9 miles W of the VORTAC, and within 12 miles S and 8 miles N of the Williamsport VORTAC 281° radial, extending from 9 miles W to 41 miles W of the VORTAC, excluding the airspace within Federal airways.

Williston, N. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Sloulin Field, Williston, N. Dak. (latitude 48°10'35" N., longitude 103°38'10" W.), and within 2 miles each side of the Williston VOR 316° radial, extending from the 9-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the Williston VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

AMENDMENTS 8/22/63 28 F. R. 6910 (Added);

Willoughby, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lost Nation Airport, Willoughby (latitude 41°41'00" N., longitude 81°23'25" W.); within a 5-mile radius of the Cuyahoga County, Ohio, Airport (latitude 41°33'55" N., longitude 81°29'20" W.); within 2 miles each side of the 088° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 13 miles E of the RBN; within 2 miles each side of the 268° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 8 miles W of the RBN; and within 2 miles each side of the 056° bearing from the Cuyahoga County RBN, extending from the Cuyahoga County 5-mile radius area to 13 miles NE of the Cuyahoga County Airport.

AMENDMENTS 8/22/63 28 F. R. 6725 (Added);

Willow Beach, Nev.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of the Las Vegas, Nev., VORTAC 121° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 121° and the Mormon Mesa, Nev., VORTAC 200° radial.

Wink, Tex.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°33'40" N., longitude 102°59'10" W.; to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°26'30" N., longitude 103°29'30" W.; to latitude 32°02'00" N., longitude 103°29'30" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 31°34'20" N., longitude 103°03'45" W.; to point of beginning.

AMENDMENTS 8/22/63 28 F. R. 6678 (Added); AMENDMENT (Eff. Immediately) 10/3/63 28 F. R. 10814 (Changed)

Winner, S. Dak.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winner Airport (Lat. 43°23'30" N, Long. 99°50'45" W); within 2 miles either side of the Winner VORTAC 212° radial, extending from the 5-mile radius area to the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Winner VORTAC 032° and 212° radials, extending from 5 miles SW to 13 miles NE of the VORTAC.

Winslow, Ariz.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.); within 2 miles each side of the Winslow VORTAC 314° radial, extending from the 9-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the 354° bearing from the Winslow RBN, extending from the 9-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 13 miles NE of the Winslow VORTAC 154° and 334° radials, extending from 15 miles NW to 25 miles SE of the VORTAC.

AMENDMENTS 9/19/63 28 F. R. 7669 (Added);

Woodville, La.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the McComb, Miss., VOR 251° radial, extending from 48 miles to 80 miles SW of the VOR.

Yakima, Wash.

That airspace extending upward from 700 feet above the surface within 2 miles NE and 3 miles SW of the Yakima VOR 129° and 309° radials, extending from 2 miles NW to 7 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash., VORTAC 191° radial, extending from 8 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° and the Yakima VOR 304° radials; within 5 miles E and 8 miles W of the Yakima VOR 198° radial, extending from the VOR to 29 miles S of the VOR; within 5 miles NE and 8 miles SW of the Yakima VOR 309° and 129° radials, extending from 5 miles NW to 12 miles SE of the VOR; and within 5 miles N and 8 miles S of the Yakima ILS localizer E course, extending from the LOM to 12 miles E of the LOM, excluding the portion within R-6714.

AMENDMENTS 12/12/63 28 F. R. 10331 (Rewritten);

Yakutat, Alaska

That airspace extending upward from 1,200 feet above the surface within 20 miles N and 22 miles S of the Yakutat VORTAC 092° and 272° radials, extending from 19 miles E to 45 miles W of the VORTAC.

Yerington, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Reno, Nev., VOR 135° radial, extending from 10 miles NW to 22 miles SE of the INT of the Reno VOR 135° and the Lovelock, Nev., VORTAC 197° radials.

Youngstown, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: latitude 41° 50' 55" N., longitude 81° 05' 30" W.; to latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W., to latitude 41° 35' 00" N., longitude 79° 36' 00" W.; to the Fitzgerald, Pa., VOR; to the Clarion, Pa., VOR; to latitude 41° 01' 15" N., longitude 80° 08' 00" W.; to latitude 40° 57' 00" N., longitude 80° 30' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to the point of beginning.

AMENDMENTS 11/14/63 28 F. R. 10474 (Added); Eff. Immediately (10/15/63) 28 F. R. 11260 (Changed);

Yuma, Ariz.

That airspace extending upward from 700 feet above the surface within an 8 mile radius of MCAS Yuma RBN; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Yuma VOR 351° and 180° radials, extending from 20 miles N to 26 miles S of the VOR, and within 5 miles N and 8 miles S of the Yuma VOR 087° radial, extending from the VOR to 14 miles E of the VOR, excluding the portions within R-2301 and R-2307, and the portion outside the United States.

AMENDMENTS 8/22/63 28 F R 6914 (Added).

Zuni, N. Mex.

That airspace extending upward from 8,500 feet MSL within 10 miles N and 7 miles S of the Zuni VORTAC 087° and 267° radials extending from 20 miles E to 9 miles W of the VORTAC.

AMENDMENTS 11/14/63 28 F. R. 10156 (Added);

§ 71.191 Designation of Positive Control Route Segments

The parts of airspace described below are designated as positive control route segments.

V-1508 From Naperville, Ill., to Waterville, Ohio.
V-1510 From Sacramento, Calif., to INT Yardley, Pa., 098°, Coyle, N. J., 032° radials.
V-1512 From Kremmling, Colo., to Grand Island, Nebr., and Des Moines, Iowa, to Naperville, Ill
V-1516 From Russell, Kans., to Ravine, Pa. AMENDMENTS 1/10/63 27 F.R. 12615 (Changed);
V-1518 From Goshen, Ind., to Washington, D. C. AMENDMENTS 5/30/63 28 F R 3779 (Changed);
V-1520 From Peotone, Ill., to Herndon, Va.
V-1522 From Hector, Calif., to Kremmling, Colo. AMENDMENTS 12/12/63 28 F. R. 11502 (Changed);
V-1532 From Ontario, Calif., to Prescott, Ariz.
V-1646 From Kansas City, Mo., to Indianapolis, Ind.
V-1654 From Williams, Calif., to Reno, Nev.
V-1730 From Prescott, Ariz., to Russell, Kans.

SUBPART I - POSITIVE CONTROL ROUTE SEGMENTS AND POSITIVE CONTROL AREAS

§ 71.193 Designation of Positive Control Areas

The parts of airspace described below are designated as positive control areas.

Albuquerque, N. Mex.

That airspace within the continental control area, from flight level 240 to and including flight level 600 bounded by a line beginning at: latitude 29°48'30" N., longitude 102°00'00" W.; thence to latitude 30°25'00" N., longitude 102°00'00" W.; thence to latitude 31°23'00" N., longitude 99°28'00" W., thence to latitude 31°24'00" N., longitude 98°49'00" W.; thence to latitude 32°00'00" N., longitude 98°50'00" W., thence to latitude 32°37'00" N., longitude 99°04'00" W.; thence to latitude 33°14'00" N., longitude 98°57'00" W.; thence to latitude 33°15'00" N., longitude 99°30'00" W.; thence to latitude 33°55'00" N., longitude 99°47'00" W.; thence to latitude 34°10'00" N., longitude 100°35'00" W.; thence to latitude 34°46'00" N., longitude 101°01' 00" W.; thence to latitude 35°57'00" N., longitude 100°03'00" W.; thence to latitude 36°25'00" N., longitude 100°18'00" W., thence to latitude 36°46'00" N., longitude 102°28'00" W.; thence to latitude 37°44'00" N., longitude 102°20'00" W.; thence to latitude 36°43'00" N., longitude 106°05'00" W.; thence to latitude 35°26'00" N., longitude 110°00'00" W.; thence to latitude 31°20'00" N., longitude 110°00'00" W.; thence along the United States/Mexican Border to the point of beginning.

AMENDMENTS 8/22/63 28 F R 7260 (Added);

Central and Southern U. S.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 43°35'30"N., longitude 97°23'30" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence to latitude 46°27'30" N., longtude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 45°50'00" N., longitude 89°45'00" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°09'00" N., longitude 85°18'00" W.; thence to latitude 44°04'00" N., longitude 85°00'00" W.; thence to latitude 43°52'00" N., longitude 84°10'00" W.; thence to latitude 43°52'00" N., longitude 82°11'20" W.; thence southward and eastward along the United States/ Canadian Border to latitude 43°38'00" N., longitude 76°47'30" W.; thence to latitude 42°45'00" N., longitude 76°50'00" W.; thence to latitude 40°55'30" N., longitude 78°27'00" W.; thence to latitude 40°51'00 N., longitude 78°02'30" W.; thence to latitude 40°20'00" N., longitude 77°35'00" W.; thence to latitude 40°12'00" N., longitude 77°35'00" W.; thence to latitude 39°54'00" N., longitude 77°31'30" W.; thence to latitude 39°51'00" N., longitude 77°56'00" W.; thence to latitude 39°49'00" N., longitude 78°03'30" W.; thence to latitude 39°34'00 N., longitude 78°58'00" W.; thence to latitude 39°17'30" N., longitude 79°51'00" W.; thence to latitude 38°33'00" N., longitude 80°55'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 37°21'45" N., longitude 80°31'30" W.; thence to latitude 36°29'30" N., longitude 79°26'30" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 35°01'45" N., longitude 80°02'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°29'00" N., longitude 79°15'00" W.; thence to latitude 34°29'00" N., longitude 78°45'00" W.; thence to latitude 34°00'00" N., longitude 78°07'00" W.; thence to latitude 33°58'30" N., longitude 77°50'00 W.; thence south via a line three nautical miles from the mainland to latitude 29°00'00" N., longitude 80°48'00" W.; thence to latitude 29°00'00" N., longitude 81°34'20" W.; thence to latitude 28°57'45" N., longitude 81°37'15" W.; thence to latitude 29°02'20" N., longitude 81°41'30" W.; thence clockwise along a 5 nautical mile radius arc centered at latitude 29°06'52" N., longitude 81°42'55" W.; to latitude 29°08'25" N., longitude 81°48'20" W.; thence to latitude 29°22'00" N., longtude 82°02'20" W.; thence to latitude 29°22'00" N., longitude 82°25'30" W.; thence to latitude 29°29'00" N., longitude 82°39'00" W.; thence to latitude 29°14'30" N., longitude 83°07'30" W.; thence north and west via a line three nautical miles from the mainland to latitude 26°42'30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26°30'00" N., longitude 99°06'10" W.; thence northwest along the United States/Mexico boundary to latitude 29°48'30" N., longitude 102°00'00" W.; thence to latitude 30°25'00" N., longitude 102°00'00" W.; thence to latitude 31°23'00" N., longitude 99°28'00" W.; thence to latitude 31°24'00" N., longitude 98°49'00" W.; thence to latitude 32°00'00" N., longitude 98°50'00" W.; thence to latitude 32°37'00" N., longitude 99°04'00" W.; thence to latitude 33°14'00" N., longitude 98°57'00" W.; thence to latitude 33°15'00" N., longitude 99°30'00" W.; thence to latitude 33°55'00" N., longitude 99°47'00" W.; thence to latitude 34°10'00" N., longitude 100°35'00" W.; thence to latitude 34°46'00" N., longitude 101°01'00" W.; thence to latitude 35°57'00" N., longitude 100°03'00" W.; thence to latitude 36°25'30" N., longitude 100°18'00" W.; thence to latitude 36°33'00" N., longitude 101°04'30" W.; thence to latitude 37°39'00" N., longitude 101°03'00" W.; thence to latitude 38°36'00" N., longitude 101°28'00 W.; thence to latitude 39°23'00" N., longitude 99°04'00" W.; thence to latitude 43°30'00" N., longitude 99°00'00" W.; thence to latitude 43°30'00" N., longitude 97°17'00" W.; thence to the point of beginning.

AMENDMENTS 12/13/62 27 F.R. 10991 (Changed); 2/7/63 28 F.R. 154 (Rewritten);
AMENDMENTS 3/7/63 28 F.R. 719 (Changed); 4/4/63 28 F.R. 2027 (Changed);
AMENDMENTS 6/27/63 28 F. R. 4897 (Changed); 9/19/63 28 F.R. 8022 (Changed);

Denver, Colo.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 36°33'00" N., longitude 101°04'30" W.; thence to latitude 36°46'00" N., longitude 102°28'00" W.; thence to latitude 37°44'00" N., longitude 102°20'00" W.; thence to latitude 36°43'00" N., longitude 106°05'00" W.; thence to latitude 38°08'00" N., longitude 106°38'00" W.; thence to latitude 37°48'00" N., longitude 110°46'00" W.; thence to latitude 38°27'00" N., longitude 110°57'00" W.; thence to latitude 38°59'00" N., longitude 111°07'00" W.; thence to latitude 39°39'00" N., longitude 110°39'00" W.; thence to latitude 40°11'00" N., longitude 110°22'00" W.; thence to latitude 40°45'00" N., longitude 109°35'00" W.; thence to latitude 41°05'00" N., longitude 106°10'00" W.; thence to latitude 42°00'00" N., longitude 106°15'00" W.; thence to latitude 42°40'00" N., longitude 107°05'00" W.; thence to latitude 43°00'00" N., longitude 107°00'00" W.; thence to latitude 43°30'00" N., longitude 106°30'00" W.; thence to latitude 43°47'10" N., longitude 106°31'00" W.; thence to latitude 43°30'00" N., longitude 101°30'00" W.; thence to latitude 43°30'00" N., longitude 99°00'00" W.; thence to latitude 69°23'00" N., longitude 99°04'00" W.; thence to latitude 38°36'00" N., longitude 101°28'00" W.; thence to latitude 87°39'00" N., longitude 101°03'00" W.; thence to the point of beginning.

AMENDMENTS 6/27/63 28 F. R. 4946 (Added);

PENDING AMENDMENT

Denver, Colorado

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 36° 33' 00" N., longitude 101° 04' 30" W., thence to latitude 36° 46' 00" N., longitude 102° 28' 00" W.; thence to latitude 37° 44' 00" N., longitude 102° 20' 00" W., thence to latitude 36° 43' 00" N., longitude 106° 05' 00" W.; thence to latitude 38° 08' 00" N., longitude 106° 38' 00" W., thence to latitude 37° 48' 00" N., longitude 110° 46' 00" W.; thence to latitude 38° 27' 00" N., longitude 110° 57' 00" W.; thence to latitude 38° 59' 00" N., longitude 111° 07' 00" W.; thence to latitude 39° 39' 00" N., longitude 110° 39' 00" W.; thence to latitude 40° 11' 00" N., longitude 110° 22' 00" W.; thence to latitude 40° 45' 00" N., longitude 109° 35' 00" W.; thence to latitude 41° 05' 00" N., longitude 106° 10' 00" W.; thence to latitude 42° 00' 00" N., longitude 106° 15' 00" W.; thence to latitude 42° 40' 00" N., longitude 107° 05' 00" W., thence to latitude 43° 00' 00" N., longitude 107° 00' 00" W.; thence to latitude 43° 30' 00" N., longitude 106° 30' 00" W.; thence to latitude 43° 47' 10" N., longitude 106° 31' 00" W.; thence to latitude 43° 50' 00" N., longitude 107° 45' 00" W.; thence to latitude 45° 20' 00" N., longitude 107° 45' 00" W.; thence to latitude 45° 07' 00" N., longitude 104° 15' 00" W.; thence to latitude 44° 37' 00" N., longitude 101° 00' 00" W.; thence to latitude 44° 20' 00" N., longitude 101° 00' 00" W.; thence to latitude 43° 30' 00" N., longitude 100° 26' 00" W.; thence to latitude 43° 30' 00" N., longitude 99° 00' 00" W.; thence to latitude 39° 23' 00" N., longitude 99° 04' 00" W., thence to latitude 38° 36' 00" N., longitude 101° 28' 00" W.; thence to latitude 37° 39' 00" N., longitude 101° 03' 00" W.; thence to the point of beginning.

2/6/64 28 F. R. 14310 (Rewritten);

Eastern United States

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 42°12'00" N., longitude 77°21'00" W., thence to latitude 42°21'00" N., longitude 75°37'00" W; thence to latitude 42°05'00" N., longitude 73°26'30" W.; thence to latitude 41°47'00" N., longitude 73°28'00" W.; thence to latitude 41°20'00" N., longitude 72°24'00" W., thence to latitude 41°07'00" N., longitude 71°58'00" W., thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence south via a line three nautical miles from the mainland to latitude 33°58'30" N., longitude 77°50'00" W., thence to latitude 34°00'00" N., longitude 78°07'00" W.; thence to latitude 34°29'00" N., longitude 78°45'00" W.; thence to latitude 34°29'00" N., longitude 79°15'00" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 35°01'45" N., longitude 80°02'00" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 36°29'30" N., longitude 79°26'30" W.; thence to latitude 37°21'45" N., longitude 80°31'30" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 38°33'00" N., longitude 80°55'00" W.; thence to latitude 39°17'30" N., longitude 79°51'00" W., thence to latitude 39°34'00" N., longitude 78°58'00" W.; thence to latitude 39°49'00" N., longitude 78°03'30" W.; thence to latitude 39°51'00" N., longitude 77°56'00" W.; thence to latitude 39°54'00" N., longitude 77°31'30" W.; thence to latitude 40°12'00" N., longitude 77°35'00" W.; thence to latitude 40°20'00" N., longitude 77°35'00" W.; thence to latitude 40°51'00" N., longitude 78°02'30" W.; thence to latitude 40°55'30" N., longitude 78°27'00" W.; thence to the point of beginning.

AMENDMENTS 9/19/63 28 F. R. 7670 (Added):

Los Angeles, Calif.

That airspace within the continental control area, from flight level 240 to and including flight level 600 bounded by a line beginning at: latitude 35°26'40" N., longitude 121°04'10" W.; thence to latitude 35°32'00" N., longitude 120°51'00" W.; thence to latitude 35°22'00" N., longitude 120°30'00" W.; thence to latitude 35°27'00" N., longitude 120°20'00" W.; thence to latitude 35°49'00" N., longitude 120°04'00" W.; thence to latitude 35°43'00" N., longitude 119°33'00" W.; thence to latitude 36°00'00" N., longitude 119°30'00" W thence to latitude 36°00'00" N., longitude 118°35'00" W.; thence to latitude 37°12'00" N., longitude 118°35'00" W.; thence to latitude 37°12'00" N., longitude 117°20'00" W.; thence to latitude 36°00'00" N., longitude 116°38'00" W.; thence to latitude 36°07'00" N., longitude 114°57'00" W.; thence to latitude 37°20'00" N., longitude 114°00'00" W.; thence to latitude 38°00'00" N., longitude 114°57'00" W.; thence to latitude 38°26'00" N., longitude 115°34'30" W.; thence to latitude 38°59'00" N., longitude 111°07'00" W.; thence to latitude 38°27'00" N., longitude 110°57'00" W.; thence to latitude 37°48'00" N., longitude 110°46'00" W.; thence to latitude 37°15'00" N., longitude 112°00'00" W.; thence to latitude 35°26'00" N., longitude 112°00'00" W.; thence to latitude 35°23'00" N., longitude 112°40'00" W.; thence to latitude 34°58'00" N., longitude 113°30'00" W.; thence to latitude 34°11'00" N., longitude 113°30'00" W.; thence to latitude 34°02'00" N., longitude 114°00'00" W.; thence to latitude 32°15'00" N., longitude 114°00'00" W.; thence along the United States/Mexican border to latitude 32°31'00" N., longitude 117°11'00" W.; thence via a line three nautical miles from the mainland to the point of beginning.

AMENDMENTS 8/22/63 28 F. R 7219 (Added); 10/17/63 28 F. R. 9939 (Changed);

Miami, Fla.

That airspace within the Continental Control Area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 29° 00' 00" N., longitude 80° 48' 00" W.; thence via a line which would delineate United States territorial waters around the Florida peninsula to latitude 29° 14' 30" N., longitude 83° 07' 30" W.; thence to latitude 29° 29' 00" N., longitude 82° 39' 00" W.; thence to latitude 29° 22' 00" N., longitude 82° 25' 30" W.; thence to latitude 29° 22' 00" N., longitude 82° 02' 20" W.; thence to latitude 29° 08' 25" N., longitude 81° 48' 20" W.; thence counterclockwise along a five nautical mile radius arc centered at latitude 29° 06' 52" N., longitude 81° 42' 55" W.; to latitude 29° 02' 20" N., longitude 81° 41' 30" W.; thence to latitude 28° 57' 45" N., longitude 81° 37' 15" W.; thence to latitude 29° 00' 00" N., longitude 81° 34' 20" W.; thence to the point of beginning, excluding that portion of the area south of latitude 25° 04' 00" N.

AMENDMENTS 11/14/63 28 F. R. 10563 (Added);

Phoenix, Ariz.

That airspace within the continental control area from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 32°15'00" N., longitude 114°00'00" W.; thence to latitude 34°02'00" N., longitude 114°00'00" W.; thence to latitude 34°11'00" N., longitude 113°30'00" W.; thence to latitude 34°58'00" N., longitude 113°30'00" W.; thence to latitude 35°23'00" N., longitude 112°40'00" W.; thence to latitude 35°26'00" N., longitude 112°00'00" W., thence to latitude 37°15'00" N., longitude 112°00'00" W., thence to latitude 37°48'00" N., longitude 110°46'00" W.; thence to latitude 38°08'00" N., longitude 106°38'00" W.; thence to latitude 36°43'00" N., longitude 106°05'00" W.; thence to latitude 35°26'00" N., longitude 110°00'00" W.; thence to latitude 31°20'00" N., longitude 110°00'00" W.; thence westward along the U. S.-Mexican border to the point of beginning.

AMENDMENTS 7/25/63 28 F. R. 6187 (Added);

Salt Lake City, Utah

That airspace within the continental control area, from flight level 240 to and including flight level 60 bounded by a line beginning at: latitude 40°45'00" N., longitude 119°35'00" W.; thence to latitude 41°50'00" N., longitude 119°52'00" W.; thence to latitude 42°12'00" N., longitude 119°10'00" W.; thence to latitude 43°13'00" N., longitude 119°45'00" W.; thence to latitude 44°00'00" N., longitude 119°20'00" W.; thence to latitude 45°05'00" N., longitude 118°15'00" W.; thence to latitude 45°30'00" N., longitude 117°30'00" W.; thence to latitude 45°30'00" N., longitude 115°45'00" W.; thence to latitude 45°30'00" N., longitude 115°00'00" W.; thence to latitude 45°20'00" N., longitude 115°00'00" W.; thence to latitude 45°20'00" N., longitude 107°45'00" W.; thence to latitude 43°50'00" N., longitude 107°45'00" W.; thence to latitude 43°47'10" N., longitude 106°31'00" W.; thence to latitude 43°30'00" N., longitude 106°30'00" W.; thence to latitude 43°00'00" N., longitude 107°00'00" W.; thence to latitude 42°40'00" N., longitude 107°05'00" W.; thence to latitude 42°00'00" N., longitude 106°15'00" W.; thence to latitude 41°05'00" N., longitude 106°10'00" W.; thence to latitude 40°45'00" N., longitude 109°35'00" W.; thence to latitude 40°11'00" N., longitude 110°22'00" W.; thence to latitude 39°39'00" N., longitude 110°39'00" W.; thence to latitude 38°59'00" N., longitude 111°07'00" W.; thence to latitude 38°26'00" N., longitude 115°34'00" W.; thence to latitude 38°00'00" N., longitude 114°57'00" W.; thence to latitude 37°20'00" N., longitude 114°00'00" W.; thence to latitude 36°07'00" N., longitude 114°57'00" W.; thence to latitude 36°00'00" N., longitude 116°38'00" W.; thence to latitude 37°12'00" N., longitude 117°20'00" W.; thence to latitude 37°12'00" N., longitude 118°35'00" W.; thence to latitude 38°14'00" N., longitude 118°35'00" W.; thence to latitude 39°35'00" N., longitude 119°15'00" W.; thence to the point of beginning.

AMENDMENTS 8/22/63 28 F. R. 6495 (Added);

Western U. S.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at latitude 48°30'00" N., longitude 124°45'00" W.; thence along the United States/Canadian Border to latitude 48°17'00" N., longitude 123°13'00" W.; thence to latitude 48°25'00" N., longitude 123°17'00" W.; thence to latitude 48°27'00" N., longitude 123°07'00" W.; thence to latitude 48°37'00" N., longitude 123°12'00" W.; thence to latitude 48°55'30" N., longitude 123°05'00" W.; thence to latitude 48°55'30" N., longitude 122°02'00" W.; thence to latitude 49°00'00" N., longitude 121°48'00" W.; thence along the United States/Canadian Border to latitude 49°00'00" N., longitude 115°00'00" W.; thence to latitude 45°30'00" N., longitude 115°00'00" W.; thence to latitude 45°30'00" N., longitude 115°45'00" W.; thence to latitude 45°30'00" N., longitude 117°30'00" W.; thence to latitude 45°05'00" N., longitude 118°15'00" W.; thence to latitude 44°00'00" N., longitude 119°20'00" W.; thence to latitude 43°13'00" N., longitude 119°45'00" W.; thence to latitude 42°12'00" N., longitude 119°10'00" W.; thence to latitude 41°50'00" N., longitude 119°52'00" W.; thence to latitude 40°45'00" N., longitude 119°35'00" W.; thence to latitude 39°35'00" N., longitude 119°15'00" W.; thence to latitude 38°14'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 119°30'00" W.; thence to latitude 35°43'00" N., longitude 119°33'00" W.; thence to latitude 35°49'00" N., longitude 120°04'00" W.; thence to latitude 35°27'00" N., longitude 120°20'00" W.; thence to latitude 35°22'00" N., longitude 120°30'00" W.; thence to latitude 35°32'00" N., longitude 120°51'00" W.; thence to latitude 35°26'40" N., longitude 121°04'10" W.; thence via a line three nautical miles from the mainland to the point of beginning.

AMENDMENTS 10/17/63 28 F. R. 8449 (Rewritten);

SUBPART J - REPORTING POINTS

§ 71.201 Designation.

The locations described in this Subpart are designated as reporting points.

§ 71.203 Domestic low altitude reporting points.

The reporting points listed below are designated up to, but not including, 14,500 feet, MSL.

Aberdeen, S. Dak.
Abilene, Tex.
Akron, Colo.; V-8N, V-80, V-846, V-8, V-220, V-8S, V-132.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Altoona INT: INT Johnstown, Pa., 092°, Philipsburg, Pa., 202° radials.
Amarillo, Tex.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Barnegat, N. J.
Barstow INT: INT Hector, Calif., 265°, Daggett, Calif., 234° radials; V-8N, V-12 W bound, V-210 SW bound.
Baton Rouge, La.
Battle Mountain, Nev.
Baxley, INT: INT Jacksonville, Fla., 334°, Alma, Ga., 035° radials; V-5E, V-267.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Ben Hill INT: INT Atlanta, Ga., 007° radial, Rex, Ga., 270° radial. AMENDMENTS 6/27/63 28 F. R. 4126 (Changed);
Bible Grove, Ill.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Bobby Jones INT: INT Atlanta, Ga., 034°, McDonough, Ga., 333° radials.
Boise, Idaho
Bolton INT: INT Myrtle Beach, S. C., 033°, Wilmington, N. C., 263° radials.
Bonneville, Utah
Boston, Mass.
Boulder, Nev.; V-21. AMENDMENTS 2/7/63 28 F.R. 178 (Added);
Bowling Green, Ky.
Bozeman, Mont.
Bradford, Ill.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.; V-22.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burlington, Iowa
Burlington, Vt.
Butler, Mo.

Capital, Ill. AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);
Carleton, Mich.; V-10, V-188.
Carlsbad, N. Mex.
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Chanute, Kans.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C. 12/12/62 27 F.R. 12211 (Added);
Cheyenne, Wyo.
Chicago Heights, Ill. 12/12/62 27 F.R. 12211 (Added);
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Cochise, Ariz.
Cofield, N. C.
Coldwater INT: INT Fort Wayne, Ind., 148°, Findley, Ohio, 249° radials; V-14.
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Coopersburg INT: INT Allentown, Pa., 188°, East Texas, Pa., 102° radials.
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Culberson, Tex.: V-222 SE bound, V-66.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancey, N.Y.
Delta, Utah
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Dobyn INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Drake, Ariz.; V-12.
Dublin, Ga.; V-5E, V-267.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Duluth, Minn., RBN
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Dyess, Tex. 12/12/63 28 F. R. 11347 (Added);
Eagle Lake, Tex.
Eau Claire, Wis.
Edgerton INT: INT Fort Wayne, Ind., 040°, Waterville, Ohio, 273° radials; V-92, V-126.
El Centro, Calif.

PENDING AMENDMENT
"Culberson, Tex.; V-222 SE bound, V-66." is deleted and "Pecos, Tex." is added.
2/6/64 28 F. R. 11533 (Changed);

El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Eugene, Oreg., RR
Evansville, Ind.
Evergreen, Ala.
Falmouth, Ky.; V-57, V-44, V-478, V-502.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Fitzgerald, Pa.
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT of Grantsville, Md., 086°, Martinsburg, W. Va., 297° radials. 12/12/62 27 F.R. 12440 (Added);
Flippin, Ark.
Florence, S. C.
Fort Bridger, Wyo. 12//2/62 27 F.R. 12211 (Added);
Fort Jones, Calif.
Fort Jones, Calif., RR
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif. 6/27/63 28 F.R. 4552 Added;(eff. date ext. to 7/25/63 28 F.R. 5187);
Front Royal, Va.: V-4, V-853.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials; V-8, V-422, V-885.
Garrison INT: INT Drummond, Mont., 091°, Butte, Mont., 002° radials; V-257.
Gaviota, Calif., V-27.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind., V-8, V-92, V-126.
Graham, Tenn.
Grand Island, Nebr. AMENDMENTS 2/7/63 27 F.R. 12348 (Added);
Grand Junction, Colo.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville INT: INT Tallahassee, Fla., 090°, Moultree, Ga., 177°, Valdosta, Ga., 247°.
1/10/63 27 F.R. 11939 (Changed);

Greenwood, Miss.
Greenwood, S. C.
Gregg County, Tex.
Gulfport, Miss.
Guthrie, Tex.
Hallsville, Mo
Hamilton INT: INT Birmingham, Ala., 298°, Columbus, Miss., 035° radials.
Hampton INT: INT Harrisburg, Pa., 196°, Lancaster, Pa., 255° radials; V-223 S bound, V-265 S bound.
AMENDMENTS 9/19/63 28 F. R. 7470 (Added);

Hanksville, Utah
Harcum, Va.
Harrisburg, Pa.
Hartford, Conn

Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector. Calif.: V-8. V-21. V-12N. V-442. V-12 E bound. V-210 E bound.
Helena, Mont.
Herndon, Va., V-4. V-853.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas. Nev.. 266°. Beatty. Nev.. 142° radials.
Highway INT: INT Nashville, Tenn., 064°, Crossville, Tenn., 343° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Houlton, Maine; V-471 E bound. 12/12/62 27 F.R. 12440 (Added);
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Hutchinson. Kans., V-10, V-132. V-280. V-125. V-10S. V-234. V-10N.
Indianapolis, Ind.
Jacks Creek, Tenn.
Jackson. Mich.. V-100. V-116. V-221.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Junction. Tex.
Kansas City, Mo.
Keating, Pa. 1/9/64 28 F. R. 12612 (Added);
Keeler. Mich.. V-100. V-116. V-218. V-277. V-880.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Key West, Fla., RBN AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);
Kinston, N.C.: V-1, V-1W, V-157 9/19/63 28 F.R. 7470 (Added);
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Hughes, Calif. 6/27/63 28 F.R. 4552 (Added)(eff. date ext. 7/25/63 28 F.R. 6187);
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie. Wyo.: V-4. V-4N.
Laredo. Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 272°, Lansing, Mich., 159° radials; V-170, V-880.
Lewis. Ind.; V-12. V-12S. V-171. V-802.
Lewistown, Mont.
Lexington, Ky. 12/12/62 27 F.R. 12211 (Added);
Liberal, Kans.
Liberty. N. C.: V-454. V-194N.
Linden, Calif.
Linden, Va.
Litchfield, Mich.; V-10. V-90. V-30.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa. Tex.
London, Ky.
Lone Rock, Wis.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock. Tex.
Lucin, Utah

Lufkin, Tex.
Lynchburg, Va. 9/19/63 28 F.R. 7470 (Added);
Macon, Ga.: V-56.
Malad City, Idaho
Malden, Mo. 12/12/62 27 F.R. 12211 (Added);
Mansfield, Ohio
Maples, Mo.
Marathon, Fla., RBN
Marianna, Fla.
Martinsburg, W. Va.: V-8, V-44, V-166, V-855, V-251 SW bound. 9/19/63 28 F. R. 7470 (Added);
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McComb, Miss.
Medford, Oreg.
Medford, Oreg., RR
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Miami, Fla., RBN
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine, RBN 1/10/63 27 F.R. 11938 (Changed);
Millinocket, Maine
Milton, Pa.
Millville, N. J.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Minot, N. Dak., RR
Missoula, Mont.
Mobile, Ala.
Moline, Ill.; V-38, V-434.
Monroe, La.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.; V-44, V-47, V-49.
Nantucket, Mass.
Naperville, Ill. 12/12/62 27 F.R. 12211 (Added);
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Westchester, Pa., 250°, Lancaster, Pa., 178° radials; V-3 SW bound, V-875 SW bound.
AMENDMENTS 9/19/63 28 F. R. 7470 (Added);

North Bend, Oreg.
Northbrook, Ill.
North Platte, Neb.: V-6, V-6N, V-172.
Nottely INT: INT Chattanooga, Tenn., 088°, Knoxville, Tenn., 181° radials.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.; V-208.
Ogden, Utah
Oaklahoma City, Okla.
Omaha, Nebr.
AMENDMENTS 4/4/63 28 F.R. 1465 (Added);
O'Neill, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Paducah, Ky.
Pahokee, Fla.; V-267, V-51
Palacios, Tex.
Palmdale, Calif.

Palm Springs INT: INT Twenty-Nine Palms, Calif., 244°, Thermal, Calif., 340° radials; V-16.
Parker, Calif. 12/12/62 27 F.R. 12211 (Added);
Parkersburg, W. Va.
Paso Robles, Calif.
Patuxent, Md. 9/19/63 28 F. R. 7470 (Added);
Pawnee City, Nebr.
Peach Springs, Ariz.
Pellston, Mich.
Pembina, N. Dak. AMENDMENTS 11/14/63 28 F. R. 10418 (Changed);
Pendleton, Oreg.
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark. 12/12/62 27 F.R. 12440 (Added);
Pioneer INT: INT Ft. Wayne, Ind., 040°, Waterville, Ohio, 288° radials.
Pittsburgh, Pa.
Plainview, Tex.; V-278, V-62 and V-81 S bound. 10/17/63 28 F. R. 9428 (Added);
Plattsburgh, N. Y.; V-196, V-104, V-431.
Pocatello, Idaho
Point Reyes, Calif.; V-25, V-27.
Pomona, Calif.: V-264 W bound. AMENDMENTS 8/22/63 28 F. R. 6873 (Added);
Ponca City, Okla.
Porterdale INT: INT McDonough, Ga., 063°, Norcross, Ga., 150° radials.
Porterville, Calif. 6/27/63 28 F.R. 4552 (Added)(eff. date ext. 7/25/63 28 F.R. 5187);
Portland, Oreg.
Portland, Oreg., RR
Poughkeepsie, N. Y.
Power Point INT: INT Briggs, Ohio, 084°, Akron, Ohio, 130° radials.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.; V-485.
Princeton, Maine
Providence, R. I.
Provo, Utah
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quakerstown INT: INT Pottstown, Pa., 042°, Yardley, Pa., 284° radials.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa. 1/10/63 27 F.R. 11532 (Added);
Raymond, Nebr. 12/12/62 27 F.R. 12211 (Added);
Readsville, Mo.
Red Bluff, Calif.
Red Bluff, Calif., RR
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis. 12/12/62 27 F.R. 12211 (Added);
Rex, Ga. 6/27/63 28 F. R. 4126 (Added);
Rhinelander, Wis.
Richwoods, Mo.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.; V-100, V-218, V-171, V-810, V-855.
Rocksprings, Tex.
Rock Springs, Wyo.
Rocky Mount, N. C.; V-157 N bound, V-213 N bound. 9/19/63 28 F. R. 7470 (Added);
Rosewood, Ohio
Roswell, N. Mex.
Royston, Ga.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.; V-222 NW bound, V-16, V-16N, V-94.
Salt Lake City, Utah; V-32, V-484, V-810.
Samsville, Ill.

San Angelo, Tex.	
San Antonio. Tex.	
San Luis Obispo, Calif.	
San Simon, Ariz.	
Santa Barbara, Calif.	12/12/62 27 F.R. 12440 (Added)
Santa Fe, N. Mex.	
Saufley, Fla.	
Sault Ste. Marie, Mich., RBN	6/27/63 28 F. R. 4348 (Added);
Savannah, Ga.	
Saybrook INT: INT Trinity. N. Y.. 093°. Riverhead. N. Y.. 046° radials.	
Sayre, Okla.	
Scipio INT: INT Syracuse. N. Y.. 211°. Georgetown. N. Y.. 272° radials.	
Scotland, Ind.	
Scottsbluff, Nebr.	
Sea Isle, N. J.	
Seattle, Wash.	
Seattle, Wash., RR	
Selinsgrove, Pa.	
Shelbyville. Ind.: V-12. V-12S. V-97 V-97W. V-51. V-124. V-819.	
Sheridan, Wyo.	
Shreveport, La.	
Sidney, Nebr.	
Sioux City, Iowa	
Sioux Falls, S. Dak.	
Smithwick, S. Dak.	
Snow Hill, Md.	
South Bend, Ind.	
South Boston, Va.	
Spokane, Wash.	
Springfield, Mo.	
Stacy INT: INT Blackford, Va., 009°, Bluefield, W. Va., 267° radials; V-35, V-881.	
Stockton, Calif.	
Sulphur Springs, Tex.	
Syracuse, N. Y.	
Tallahassee, Fla.	
Texarkana, Ark.	
The Dalles, Oreg.	
Thermal, Calif.	
Thornhurst, Pa.	
Thurman, Colo.	
Tidioute, Pa.	
Tiverton, Ohio; V-443, V-881, V-133, V-210.	
Tobe, Colo.	
Topeka, Kans.; V-4N, V-4S, V-131, V-77, V-280.	
Traverse City, Mich.	
Troy, Ill.	
Truth or Consequences, N. Mex.	
Tuba City, Ariz.	
Tucson, Ariz.	
Tucumcari, N. Mex.	
Trinity, N. Y.	
Tulsa, Okla.	
Tuskegee, Ala.; V-134, V-159.	
Twenty-Nine Palms, Calif.	
Tyrone, Pa.; V-276.	
Ukiah, Calif.	
Vance, S. C.	
Vandalia, Ill.	
Ventura, Calif.	
Vero Beach, Fla.	
Vichy, Mo.	
Vienna, Ga.	
Waco, Tex.	
Walnut Ridge, Ark.	
Waterloo, Iowa	
Watertown, N. Y.	
Watertown, S. Dak.	
Waterville, Ohio.	
Waukon, Iowa	
Wausau, Wis.	
West Chester, Pa.	
West Palm Beach, Fla.	
West Point. Ind.: V-53. V-128.	
White Cloud. Mich., V-26.	
Whitehall, Mont.	12/12/63 28 F. R. 11502 (Added);
Whitesburg, Ky.	
Wichita, Kans.	
Wichita Falls, Tex.	

Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N.C.
Wink, Tex.
Winner, S. Dak.
Winslow, Ariz.
Wolbach, Nebr. 2/7/63 27 F.R. 12348 (Added);
Woodside, Calif.
Woodstown, N. J.
Yakima. Wash.: V-4.
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

PENDING AMENDMENT
White Lake, La.
3/5/64 28 F. R. 14420 (Added);
AMENDMENTS 12/12/63 28 F. R. 11502 (Added);
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Sterling INT: INT Providence, R. I., 270°, Norwich, Conn., 043° radials; V-16, V-863.
AMENDMENTS 11/14/63 28 F. R. 10474 (Changed);
Stevens Point. Wis.: V-55.

§ 71.205 Domestic Intermediate Altitude Reporting Points.

The reporting points listed below are designated beginning at 14,500 feet MSL up to, but not including 24.000 feet MSL.

Abilene, Tex.
Akron. Colo.; V-1512, V-1713. V-1543.
Akron, Ohio
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.; V-1691, V-1689, V-1740. 12/12/62 27 F.R. 12440 (Added);
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allendale. S. C.; V-1669.
Allentown, Pa.
Alma, Ga.
Amarillo. Tex.
Appleton, Ohio
Ardmore, Okla.
Atlanta, Ga.
Attica, Ohio; V-1518.
Augusta, Ga.
Austin. Tex.
Avenal, Calif.; V-1559.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Battle Mountain, Nev.
Bellingham, Wash.
Big Piney, Wyo.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.; V-1698, V-1670. V-1679.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.; V-1524, V-1533. V-1535.
Blythe, Calif.
Boise, Idaho
Bonneville, Utah
Boston, Mass.
Boulder, Nev.; V-1522. AMENDMENTS 2/7/63 28 F. R. 178 (Added); Eff. Immed. 28 F. R. 1504 (2/12/63) (Changed); 12/12/63 28 F. R. 11502 (Changed);
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bradford, Ill. 12/12/62 27 F.R. 12440 (Added);
Bradford, Pa.; V-1504. V-1683. V-1686.
Bridgeport. Tex.

Briggs. Ohio: V-1516.
Britton, Tex.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Burley, Idaho
Burlington, Vt.
Butler, Mo.
Cambridge, N. Y. 12/12/62 27 F.R. 12440 (Added);
Cape Charles, Va.
Capital, Ill. AMENDMENTS 2/7/63 27 F.R. 12926 (Changed);
Casper. Wyo.: V-1506. V-1547. V-1662. V-1688. V-1722.
Cedar Rapids, Iowa
Chadron, Nebr.
Charleston, S. C.
Charleston, W. Va.
Chattanooga, Tenn.
Cherokee. Wyo.: V-1744.
Cheyenne. Wyo.: V-1709. V-1635. V-1713.
Chicago Heights. Ill.: V-1515.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Clarion, Pa.
Coaldale, Nev.
Cochise. Ariz.: V-1542.
Cofield, N. C.
Columbia, S. C.
Columbus, N. Mex.
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Coyle, N. J.
Crazy Woman, Wyo.: V-1724. V-1709
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Culberson, Tex.
Cut Bank, Mont.
Daggett, Calif.
Dalhart, Tex.
Dallas, Tex.
Dayton, Ohio
Daytona Beach, Fla.
Delta, Utah
Deming, N. Mex.
Denver. Colo.: V-1717. V-1635. V-1529. V-1531. V-1707. V-1666.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunoir, Wyo.
Dupree, S. Dak.
Eau Claire, Wis.
El Centro, Calif.
Elkins, W. Va.
El Paso. Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.; V-1567. 4/4/63 28 F.R. 1465 (Added);
Evansville, Ind.
Evergreen, Ala.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fillmore, Calif.
Flippin, Ark.
Florence, S. C.
Fort Bridger, Wyo.; V-1510 W bound, V-1734 and V-1736 SW bound.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.

PENDING AMENDMENT
"Culberson, Tex." is deleted and "Pecos, Tex." is added.
2/6/64 28 F. R. 11533 (Changed);

Fort Stockton, Tex.
Fort Wayne, Ind.
Fortuna, Calif.
Fresno, Calif.
Front Royal, Va.: V-1520, V-1530 AMENDMENTS 5/2/63 28 F.R. 2230 (Changed);
Gage, Okla.
Garden City, Kans.
Georgetown, N. Y.
Gila Bend, Ariz.
Goffs, Calif.; V-1545, V-1613.
Gordonsville, Va.
Goshen, Ind.; V-1510, V-1514, V-1518, V-1522.
Grand Island, Nebr.
Grand Junction, Colo.
Great Falls, Mont.
Gregg County, Tex.
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.; V-1544
Greenwood, S. C.
Gunnison, Colo.
Guthrie, Tex.
Hallsville, Mo.
Hampton, N. Y.
Hanksville, Utah
Harrisburg, Pa.
Hartford, Conn.
Hayes Center, Nebr.; V-1652, V-1512, V-1666. 12/12/62 27 F.R. 12440 (Added);
Hazen, Nev.
Hector, Calif.
Helena, Mont.
Herndon, Va.; V-1540
Hill City, Kans.
Hobbs, N. Mex.
Holston Mountain, Tenn.
Hoquiam, Wash.
Houston, Tex.
Hugo, Colo.; V-1531, V-1726, V-1644.
Huguenot, N. Y.
Huron, S. Dak.
Hutchinson, Kans.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Jefferson, Ohio; V-1506.
Johnstown, Pa.: V-1538.
Joliet, Ill.
Junction City INT: INT Macon, Ga., 267°, Atlanta, Ga., 179° radials; V-1519.
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Kingfisher, Okla.
Kirksville, Mo.
Klamath Falls, Oreg.; V-1555.
Knoxville, Tenn.
Kremmling, Colo.
Lake Charles, La.
Lakeland, Fla.
Lakeview, Oreg.
Lamar, Colo.
Lamoni, Iowa; V-1522, V-1637.
Laramie, Wyo.; V-1744, V-1732, V-1627, V-1707, V-1510.
Laredo, Tex.
Las Vegas, Nev.
Leona, Tex., V1711, V1531 AMENDMENTS 2/7/63 27 F.R. 12347 (Rewritten);
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.: V-1534, V-1667.
Liberal, Kans.

Linden, Calif.; V-1732 E bound, V-1512 NE bound, V-1551
Little Rock, Ark.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.; V-1518 SE bound, V-1504.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock. Tex.
Lucin, Utah; V-1510.
Lufkin, Tex.
Macon, Ga.
Macon, Mo.
Malad City, Idaho
Marianna, Fla.; V-1536 E bound.
Martinsburg, W. Va.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McDonough, Ga.
Medford, Oreg.
Medicine Bow, Wyo.; V-1668, V-1529.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.
Monroe, La.
Montebello, Va.; V-1540, V-1673.
Montgomery, Ala.
Montrose, INT: INT Alma, Ga., 335°, Macon, Ga., 103° radials; V-1513.
Morgantown, W. Va.; V-1520, V-1534, V-1538.
Mormon Mesa, Nev.
Mullan Pass, Idaho
Muscle Shoals, Ala.
Myton, Utah
Nabb, Ind.; V-1526. 12/12/62 27 F.R. 12440 (Added);
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
New Castle, Del.; V-1685, V-1733.
Newman, Tex.
New Orleans, La.
Nodine, Minn. 12/12/62 27 F.R. 12440 (Added);
Norcross, Ga.
North Bend, Oreg.
Northbrook, Ill.
North Platte, Nebr 12/12/62 27 F.R. 12440 (Added);
Ocala, Fla.
Ogden, Utah; V-1510.
Oklahoma City, Okla.
Okmulgee, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Oswego, Kans.
Paducah, Ky.
Page, Okla.
Pahokee, Fla.; V-1507 S bound, V-1515 S bound. AMENDMENTS 4/4/63 28 F.R. 1503 (Changed);
Palacios, Tex.
Palmdale, Calif.
Parker, Calif.: V-1624.
Parkersburg, W. Va.

Paso Robles, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak. AMENDMENTS 11/14/63 28 F. R. 10418 (Changed);
Pendleton, Oreg.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff. Ark.: V-1527. F-1540.
Pittsburgh, Pa.
Plattsburgh. N. Y.; V-1691. V-1712.
Pocatello, Idaho; V-1551, V-1744.
Pomona, Calif.: V-1752 W bound. AMENDMENTS 8/22/63 28 F R 6873 (Added);
Ponca City. Okla.: V-1530. V-1644.
Portland, Oreg.
Pottstown, Pa.; V-1534.
Poughkeepsie, N. Y.
Prescott, Ariz.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham. N. C.: V-1505. V-1546.
Rapid City, S. Dak.
Ravine, Pa.; V-1516. 1/10/63 27 F.R. 11532 (Added);
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Richmond, Va. 12/12/62 27 F.R. 12440 (Added);
Roberts, Ill.
Rochester, Minn.
Rockdale, N. Y.
Rocksprings. Tex.
Rock Springs, Wyo.
Rocky Mount, N. C.; V-1677.
Rome, Oreg.
Rosewood, Ohio
Roswell, N. Mex
Royston, Ga.
Sacramento, Calif
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.; V-1614.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
Santa Barbara. Calif.; V-1609.
San Diego, Calif.
San Luis Obispo, Calif.
San Simon, Ariz.
Sante Fe, N. Mex.
Savannah, Ga.
Sayre, Okla.
Sea Isle, N. J.
Seattle, Wash.
Selinsgrove, Pa.; V-1508, V-1510, V-1514, V-1522.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Smithwick, S. Dak.; V-1722.
South Bend, Ind.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.; V-1516, V-1559. (Eff. immed.) 8/15/63 28 F. R. 9251 (Changed);
Syracause, N. Y.
Tallahassee, Fla.

Taylor, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.; V-1536, V-1624.
Thornhurst, Pa.; V-1672.
Thermal, Calif.; VOR Federal airway No. 1536, VOR Federal airway No. 1624.
Thornhurst, Pa.; VOR Federal airway No. 1672.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.; V-1637.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.: V-1532, V-1538 V-1626, V-1644.
Tucson, Ariz.
Tuskegee, Ala.; V-1521.
Twenty-Nine Palms, Calif.
Tyrone, Pa.; V-1516.
Ukiah, Calif.
Vandalia, Ill.
Vero Beach, Fla.
Vichy, Mo.
Waco, Tex.
Walnut Ridge, Ark.
Watertown, S. Dak.
Waterville, Ohio
West Chester, Pa.; V-1532.
West Palm Beach, Fla.
Wichita Falls, Tex.
Wichita, Kans.
Wilkes-Barre, Pa.
Williamsport, Pa.
Wilmington, N. C.
Wink, Tex.
Winner, S. Dak.
Winslow, Ariz.
Wolbach, Nebr.
Woodstown, N. J.
York, Ky.
Yuma, Ariz.
Zuni, N. Mex.

PENDING AMENDMENT
White Lake, La.
3/5/64 28 F. R. 14420 (Added);

71.207 **Domestic High Altitude Reporting Points.**

The reporting points listed below are designated from flight level 240 and above.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Baltimore, Md.
Bangor, Maine
Billings, Mont.
Birmingham, Ala.
Blythe, Calif. 6/27/63 28 F. R. 4700 (Added);
Boise, Idaho
Boston, Mass.

AMENDMENTS 2/7/63 28 F.R. 178 (Added);

Boulder, Nev.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Dallas, Tex.
Dayton, Ohio
Denver, Colo.; J-30, J-60, J-80, J-20, J-10, J-56.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Duluth, Minn.
Dupree, S. Dak.
Elko, Nev.
El Paso, Tex.
Erie, Pa.
Evansville, Ind.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fort Stockton, Tex.
Flat Rock, Va.
Flippin, Ark.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.
Garden City, Kans.
Gila Bend, Ariz.
Gordonsville, Va.; J-75, J-37, J-22, J-77.
Grand Junction, Colo.
Great Falls, Mont.
Green Bay, Wis.
Greenwood, Miss.; J-52.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Idlewild, N. Y.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Joliet, Ill.; J-26, J-60, J-64, J-30, J-35, J-87.
Kansas City, Mo.
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lexington, Ky.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Messena, N. Y.
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Miami, Fla.
Milford, Utah
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Mobile, Ala.

Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.; J-35, J-101, J-94, J-84, J-90. 1/9/64 28 F. R. 11727 (Changed);
Oakland, Calif.
Oklahoma, City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pembina, N. Dak. AMENDMENTS 11/14/63 28 F. R. 10418 (Changed);
Pendleton, Oreg.: J-16, J-20.
Philipsburg, Pa.
Phoenix, Ariz.
Pittsburgh, Pa.
Plattsburgh, N. Y.
Ponca City, Okla.
Prescott, Ariz.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Red Bluff, Calif.
Reno, Nev.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.
Sacramento, Calif
St. Louis, Mo.
St. Petersburg, Fla.
Salina, Kans.
Salt Lake City, Utah
San Angelo, Tex.
San Antonio, Tex.
San Diego, Calif. 12/12/62 27 F.R. 12440 (Added);
San Simon, Ariz.
Savannah, Ga.
Scottsbluff, Nebr.
Seattle, Wash.
Shreveport, La.
Sioux Falls, S. Dak.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
Thornhurst, Pa.
Tonopah, Nev.
Tuba City, Ariz
Tucson, Ariz
Tulsa, Okla.
Vero Beach, Fla.
Waco, Tex.
West Palm Beach, Fla.
Whitehall, Mont.
Wichita, Kans.
Wilmington, N. C.
Wink, Tex.
Wolbach, Nebr.
Yuma, Ariz.

§ 71.209 Other domestic reporting points.

The reporting points listed below are designated at all altitudes.

Alaska INT: INT Ponce, P. R., 181°, St. Croix, P. R., 243° radials.

AMENDMENTS 12/12/63 28 F. R. 11348 (Added);

Albacore INT: INT 185° bearing Galveston, Tex., RBN, 097° bearing Corpus Christi, Tex., RBN.
12/12/62 27 F.R. 12210 (Changed):

PENDING AMENDMENT

"Albacore INT: INT 185° bearing Galveston, Tex., RBN, 097° bearing Corpus Christi, Tex., RBN." is deleted and "Albacore INT: INT 188° bearing Galveston, Tex., RBN, 102° bearing Corpus Christi, Tex., RBN." is substituted therefor.
3/5/64 29 F. R. 133 (Rewritten);

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 109° bearing Charleston, S. C., RBN.

Balboa INT: INT 219° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Barracuda INT: INT 055° bearing Melbourne, Fla., RR, 008° bearing Bimini, Bahamas, RBN.

AMENDMENTS Eff. immed. (3/12/63) 28 F.R. 2556 (Changed);

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area.

Bimini, Bahamas, RBN

Blue Fin INT: INT San Juan, P. R. 314°, Ramey AFB, P. R. 028° radials.

Brim INT: INT 223° bearing New Orleans, La., RBN, 113° bearing Galveston, Tex.,RBN.

PENDING AMENDMENT

"Brim INT: INT 223° bearing New Orleans, La., RBN, 113° bearing Galveston, Tex., RBN" is deleted and "Brim INT: INT 227° Grand Isle, La., RBN, 107° bearing Galveston, Tex., RBN." is substituted therefor.

1/9/64 28 F. R. 12612 (Rewritten); Alteration of Amend. 29 F. R. 133; Eff. Date Changed (3/5/64)
29 F. R. 133

Brownson INT: INT Ramey AFB, P. R. 013°, San Juan, P. R. 296° radials.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, RBN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 217° bearing New Orleans, La., RBN, 112° bearing Galveston, Tex., RBN.

PENDING AMENDMENT

"Catfish INT: INT 217° bearing New Orleans, La., RBN, 112° bearing Galveston, Tex., RBN." is deleted and "Catfish INT: INT 220° Grand Isle, La., RBN, 106° bearing Galveston, Tex., RBN." is substituted therefor.
1/9/64 28 F. R. 12612 (Rewritten); Alteration of Amend. 29 F. R. 133; Eff. Date Changed (3/5/64)
29 F. R. 133

Cod INT: INT Great Circle course Nantucket, Mass., Consolan station (monitor site) to Azores Santa Maria RBN, W boundary New York Oceanic Control area at Lat. 41°29'00" N., Long. 68°00'00" W.

Crab INT: INT St. Petersburg, Fla., 275°, Tallahassee, Fla., 192° radials.

Crab INT: INT 187° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., RBN.

Dragon INT: INT 147° bearing Lake Charles, La., RBN 273° bearing Grand Isle, La., RBN.
AMENDMENTS 6/27/63 28 F. R. 3780 (Added);

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., RBN.

Eel INT: INT of the 098° bearing from the Boston, Mass., RBN, W boundary New York Oceanic control area.
AMENDMENTS 3/7/63 28 F.R. 721 (Rewritten);

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., RBN.

Florida INT: INT 149° bearing San Juan, P. R., RBN, St. Croix, P. R., 220° radial.
AMENDMENTS 12/12/63 28 F. R. 11348 (Added);

Francis INT: INT Oakland, Calif., 267°, Pt. Reyes, Calif., 236° radials.

Gateway INT: INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 234° radial, E boundary Seattle Oceanic Control Area at Lat. 45°32' 20" N., Long. 126°44'00" W.
AMENDMENTS 6/27/63 28 F. R 4024 (Changed)

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Seattle Oceanic Control Area at Lat. 43° 19'20" N., Long. 126°40'45" W.

AMENDMENTS 6/27/63 28 F. R. 4024 (Changed);

Gateway Pine INT: INT North Bend, Oreg., 239° radial, E boundary Seattle Oceanic Control area at Lat. 42° 13'30" N., Long. 126°47'15" W.
AMENDMENTS 6/27/63 28 F. R. 4024 (Changed);

Gulf Stream INT: INT 077° bearing Marathon, Fla., RBN, 153° bearing Miami, Fla., RBN.

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at Lat. 39°50'00" N., Long. 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing West Palm Beach, Fla., RBN.
AMENDMENTS 12/10/63 28 F. R. 11185 (Changed);

Hard Head INT: INT 119° bearing Galveston, Tex., RBN, 248° bearing Grand Isle, La., RBN.

Hawaii INT: INT Ramey AFB, P. R., 195°, Ponce, P. R., 235° radials.
AMENDMENTS 12/12/63 28 F. R. 11348 (Added);

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

North Nantucket INT: INT of the 098° bearing from the Boston, Mass., RBN, centerline of the Control 1143 control area.
AMENDMENTS 3/7/63 28 F.R. 721 (Rewritten).

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 251°, Ventura, Calif., 200° radials.

Sailfish INT: INT San Juan, P. R., 333°, Ramey AFB, P. R., 036° radials.

Sea Lion INT: INT 205° bearing Key West, Fla., RBN with latitude 24°00'00" N.
AMENDMENTS 9/2/63 28 F. R. 9589 (Changed);

Shad INT: INT SE course Millville, N. J., RR, W boundary New York Oceanic Control area.

Smelt INT: INT 109° bearing Charleston, S. C., RBN, W boundary New York Oceanic Control area.

South Bangor INT: INT SE course Bangor, Maine, RR, centerline Nantucket, Mass., - Yarmouth, Nova Scotia, domestic control area.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area.

Tuna INT: INT SE course Newark, N. J., RR, W boundary New York Oceanic Control area.
PENDING AMENDMENT
In the text of Tuna INT: "INT SE course Newark, N. J., RR," is deleted and "INT 137° bearing Newark, N. J., RBN," is substituted therefor.
2/6/64 28 F. R. 14310 (Changed);

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN.

§ 71.211 Alaskan low altitude reporting points.

The reporting points listed below are designated up to and including 15,200 feet, MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Aniak, Alaska, RR
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RR
Bettles, Alaska 10/17/63 28 F. R. 8427 (Added)
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cape Spencer INT: INT NW course Sitka, Alaska, RR, SW course Gustavus, Alaska, RR.
Cold Bay, Alaska, RR
Copper INT: INT Homer, Alaska, 269°, King Salmon, Alaska, 051° radials.
Coghlan Island, Alaska, RBN.
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Changed);
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Changed);
Domestic Sitka INT: INT SW course Sitka, Alaska, RR, centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Changed);
Domestic Yakutat INT: INT SW course Yakutat, Alaska, RR, centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Changed);
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR.
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Fielding INT: INT Anchorage, Alaska 008° radial, Talkeetna, Alaska, RBN 057° bearing.
Five Finger, Alaska, RBN
Fluke INT: INT 239° bearing Bethel, Alaska, RR, 311° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska 1/9/64 28 F. R. 12341 (Added);
Fort Yukon, Alaska, RBN 12/12/62 27 F.R. 12440 (Added);
Galena, Alaska 10/17/63 28 F. R. 8448 (Added)
Galena, Alaska RR
Galtan INT: INT E course Galena, Alaska, RR, SW course Tenana, Alaska, RR.
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 189° radial, NW course Summit, Alaska, RR.
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area.
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RR
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
Kakaklek INT: INT NE course King Salmon, Alaska, RR, SW course Iliamna, Alaska, RR.
Marble INT: INT 107° bearing Kodiak, Alaska, RR, NW boundary Anchorage Oceanic Control Area.
McGrath, Alaska 10/17/63 28 F. R. 8448 (Added)
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska 1/9/64 28 F. R. 11059 (Added);
Moses Point, Alaska, RR
Nenabank INT: INT W course Fairbanks, Alaska, RR, NW course Nenana, Alaska, RR; G-7.
Nenana, Alaska
Nenana, Alaska, RR
Nome, Alaska, RR
Northway, Alaska, RR
Petersburg, Alaska, RR; B-79 SE bound.
Peters Creek INT: INT Anchorage, Alaska, 347° radial, NE course Skwentna, Alaska, RR.
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Puntilla Lake, Alaska, RBN
Rocky Point INT: INT SE course King Salmon, Alaska, RR, W course Kodiak, Alaska, RR.

Shemya, Alaska, RBN
Shuyak, Alaska, RBN
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials; V-438.
Skwentna, Alaska, RR
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tenana, Alaska, RR
Unalakleet, Alaska, RR
Yakutat, Alaska
Yakutat, Alaska, RR

PENDING AMENDMENT
Talkeetna, Alaska
3/5/64 29 F. R. 253 (Added);
Glacier INT: INT Nenana, Alaska, 192° radial, NW course Summit, Alaska, RR.
3/5/64 29 F. R. 253 (Rewritten);
Fielding INT is deleted. 3/5/64 29 F. R. 253 (Deleted);

§ 71.213 Alaskan high altitude reporting points.

The reporting points listed below are designated above 15,200 feet, MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RR
Beetles, Alaska 10/17/63 28 F. R. 9427 (Added)
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Domestic Sitka INT: INT Biorka Island, Alaska, 207° radial and centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Added);
Domestic Yakutat INT: INT Yakutat, Alaska, 215° radial and centerline Middleton Island - Sandspit route.
1/9/64 28 F. R. 11727 (Added);
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR; G-7, A-2, B-26.
Fielding INT: INT Anchorage, Alaska, 008° radial, Talkeetna, Alaska RBN 057° bearing.
Fluke INT: INT 239° bearing Bethel, Alaska, RR, 311° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska 1/9/64 28 F. R. 12341 (Added);
Fort Yukon, Alaska, RBN 12/12/62 27 F.R. 12440 (Added);
Galena, Alaska 10/17/63 28 F. R. 8448 (Added)
Galena, Alaska, RR
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 189° radial, NW course Summit, Alaska, RR.
Gulkana, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
McGrath, Alaska 10/17/63 28 F. R. 8448 (Added)
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska 1/9/64 28 F. R. 11059 (Added);
Nenana, Alaska
Nome, Alaska, RR
Northway, Alaska, RR
Shemya, Alaska, RBN

Sisters Island, Alaska
Sitka, Alaska, RR; R-1, A-1.
Summit, Alaska, RR
Talkeetna, Alaska, RBN; B-32 SW bound, B-26 S bound.
Unalakleet, Alaska, RR
Yakutat, Alaska
Yakutat, Alaska, RR

PENDING AMENDMENT

Talkeetna, Alaska
3/5/64 29 F. R. 253 (Added);
Glacier INT: INT Nenana, Alaska, 192° radial, NW course Summit, Alaska, RR.
3/5/64 29 F. R. 253 (Rewritten);
Fielding INT is deleted. 3/5/64 29 F. R. 253 (Deleted);

§ 71.215 Hawaiian reporting points.

The reporting points listed below are designated at all altitudes.

Bayview INT: INT E course Hilo, Hawaii, RR, 022° bearing Pahoa, Hawaii, RBN.
Bayview INT: INT Hilo, Hawaii 091° radial, 022° bearing Pahoa, Hawaii, RBN.
Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials. 5/30/63 28 F.R. 3691 (Chenged)
Dogwood INT: INT South Kauai, Hawaii, 271° radial, with Long. 161°20'00" W.
Hilo, Hawaii
Hilo, Hawaii, RR
Honolulu, Hawaii
Honolulu, Hawaii, RR
Lanai, Hawaii
Lihue, Hawaii
Maui, Hawaii
Maui, Hawaii, RR
Molokai, Hawaii
Palmtree INT: INT Molokai, Hawaii, 268°, Lanai, Hawaii, 304° radials; V-2 NW bound. 11/14/63 28 F. R. 10331 (Added);
Paradise INT: INT Hilo, Hawaii, 334°, Upolu Point, Hawaii 093° radials.
Shark INT: INT of Koko Head, Hawaii, 050°, Upolu Point, Hawaii, 355° radials. 4/4/63 28 F.R. 843 (Changed)
Skipjack INT: INT Hilo, Hawaii, 051°, Upolu Point, Hawaii, 081° radials. 10/17/63 28 F. R. 9428 (Added)
Southgate INT: INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 268° radials.
South Honolulu INT: INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials.
South Kauai, Hawaii
South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials.
Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials.
Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials.
Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials.
Upolu, Hawaii
Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W.

PART 73

SPECIAL USE AIRSPACE

SUBPART A -- GENERAL

Sec.

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SUBPART B -- RESTRICTED AREAS

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73.31 Hawaii.
73.32 Idaho.
73.33 Illinois.
73.34 Indiana.
73.35 Iowa.
73.36 Kansas.
73.37 Kentucky.
73.38 Louisiana.
73.39 Maine.
73.40 Maryland.
73.41 Massachusetts.
73.42 Michigan.
73.43 Minnesota.
73.44 Mississippi.
73.45 Missouri.
73.46 Montana.
73.47 Nebraska.
73.48 Nevada.
73.49 New Hampshire.
73.50 New Jersey.
73.51 New Mexico.
73.52 New York.
73.53 North Carolina.
73.54 North Dakota.
73.55 Ohio.
73.56 Oklahoma.
73.57 Oregon.
73.58 Pennsylvania.
73.59 Rhode Island.
73.60 South Carolina.
73.61 South Dakota.
73.62 Tennessee.
73.63 Texas
73.64 Utah
73.65 Vermont.
73.66 Virginia.
73.67 Washington.
73.68 West Virginia.
73.69 Wisconsin.
73.70 Wyoming.
73.71 Puerto Rico.
73.72 Guam.

Subpart A -- General

§ 73.1 Applicability.

The airspace that is described in Subpart B of this part is designated as special use airspace. This Part prescribes the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level.

(c) The horixontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.

(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

Subpart B -- Restricted Areas

§ 73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of

(a) The using agency described in § 73.15; or

(b) The controlling agency described in § 73.17.

§ 73.15 Using agency.

(a) For the purposes of this part, the following are using agencies:

(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.

(2) In the case of a Restricted Area/Military Climb Corridor that does not have a designated controlling agency, the Military Air Traffic Control facility that may be contacted for permission for transit through the climb corridor.

(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.

(c) The using agency shall --

(1) Schedure activities within the restricted area;

(2) Authorize transit through, or flight within, the restricted area as feasible; and

(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

§ 73.19 Reports by using agency.

(a) Each suing agency shall report once a year, in duplicate, to the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., on each restricted area for which it is the using agency. The report must reach the Director not later than January 31 and shall cover the 12-month period ending with the preceding September 30.

(b) In its report under this section the using agency shall --

(1) State the name and number of the restricted area as published in this part;

(2) State the period covered by the report;

(3) List in detail the activities carried on in the area by all organizations using it for the restricted area purposes;

(4) State the time that daily operations are normally scheduled to begin and end;

(5) State the average number of hours the area is actually used each day, and in addition, for a restricted area used for aircraft operations the total number of aircraft hours of actual use during the reporting period;

(6) State the number of days each week, weeks each month, and months each year (as appropriate) that the area is used for actual operations;

(7) State whether or not radar is used during operations;

(8) State the number and type of aircraft, if any, normally involved in the activities for which the area was restricted;

(9) List the altitudes used in daily operations of aircraft, including for each activity the altitudes used and the number of hours at each of those altitudes;

(10) Include a chart of the area (of optional scale and design) showing --

- (i) The approximate location, and the representative pattern (if any), for firing runs (if any) begins and ends, and the release point pullup point; and
- (ii) The location of impact areas, if any;

(11) State the maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used for required operations;

(12) State the daily number of hours or nimutes, or both, that the maximum ordinate altitudes are normally used in surface to surface firing operations;

(13) List the altitudes normally used for daily surface to surface firing operations;

(14) Include a chart of the area (of optional scale and design) showing --

- (i) The location of firing points and impact areas, if any; and
- (ii) The perimeter of the firing fan for each weapon used, if any; and

(15) Include a brief statement of any other pertinent facts concerning the current use of the restricted area and requirements for future use of the area or part of it.

(c) This section does not apply to restricted areas established for climb corridors.

STATES AND POSSESSIONS

§ 73.21 Alabama

R-2101 Anniston Army Depot, Ala.

Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W.; to latitude 33°41'20" N., longitude 85°59'00" W.; to latitude 33°40'30" N., longitude 85°59'00" W.; to latitude 33°39'40" N., longitude 85°59'50" W.; to latitude 33°39'40" N., longitude 86°00'30" W.; to the point of beginning.

Designated altitude. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Anniston Army Depot.

AMENDMENTS 11/15/62 27 F.R. 9649 (Added); 1/26/63 28 F.R. 19-4 (Rerun); On Publ: (2/7/63) 28 F.R. 1220 (Changed);

R-2102 Fort McClellan, Ala.

Boundaries. Beginning at latitude 33°45'00" N., longitude 85°53'55" W.; to latitude 33°44'07" N., longitude 85°53'36" W.; to latitude 33°44'07" N., longitude 85°52'55" W.; to latitude 33°41'04" N., longitude 85°52'55" W.; to latitude 33°40'15" N., longitude 85°54'00" W.; to latitude 33°41'20" N., longitude 85°55'30" W.; to latitude 33°41'20" N., longitude 86°01'07" W.; to latitude 33°43'55" N., longitude 86°01'07" W.; to latitude 33°44'11" N., longitude 86°00'54" W.; to latitude 33°45'00" N., longitude 86°00'45" W.; to latitude 33°45'20" N., longitude 86°00'31" W.; to latitude 33°45'27" N., longitude 86°00'16" W.; to latitude 33°45'27" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°55'17" W.; to latitude 33°45'00" N., longitude 85°55'17" W.; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of use. Continuous.

Controlling agency. Federal Aviation Agency, Atlanta ARTC Center.

Using agency. Commanding Officer, Fort McClellan, Alabama.

AMENDMENTS 11/15/62 27 F.R. 9649 (Rewritten); 1/26/63 28 F.R. 19-4 (Rerun);

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

AMENDMENTS On publ. (11/7/62) 27 F.R. 10829 (Rewritten); 1/26/63 28 F.R. 19-4 (Rerun);

R-2104 Huntsville, Ala.

Boundaries. Beginning at Lat. 34°39'21" N, Long. 86°35'30" W; to Lat. 34°35'11" N, Long. 86°35'51" W; to Lat. 34°35'26" N, Long. 86°42'01" W; to Lat. 34°42'00" N, Long. 86°44'30" W; to Lat. 34°42'00" N, Long. 86°41'30" W; to Lat. 34°39'36" N, Long. 86°41'40" W; to point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, United States Army Ordnance Missile Command, Huntsville, Ala.

AMENDMENTS 1/26/63 28 F.R. 19-4 (Rerun);

§ 73.22 Alaska

R-2201 Anchorage, Alaska (Elmendorf AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 296° radial of the Elmendorf AFB TACAN, extending from 3 miles from the W end of Elmendorf AFB runway 23 to 25 miles from the W end of runway 23, and having a width of 2.145 miles at the beginning and expanding uniformly to a width of 4.3 miles at the outer extremity.
Designated altitudes.
3,000 feet MSL to flight level 270 from 3 miles W of the W end of runway 23 to 5 miles W of the W end of runway 23.
5,000 feet MSL to flight level 270 from 5 to 7 miles W of the W end of runway 23.
7,000 feet MSL to flight level 270 from 7 to 12 miles W of the W end of runway 23.
10,000 feet MSL to flight level 270 from 12 to 17 miles W of the W end of runway 23.
13,000 feet MSL to flight level 270 from 17 to 22 miles W of the W end of runway 23.
16,000 feet MSL to flight level 270 from 22 to 25 miles W of the W end of runway 23.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Anchorage Approach Control.
Using agency. Commander, Elmendorf AFB, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);
PENDING AMENDMENT
R-2201 Anchorage, Alaska (Elmendorf AFB), Restricted Area/Military Climb Corridor.
Boundaries. The area centered on the 296° radial of the Elmendorf AFB TACAN, extending from 2 nmi from the W end of Elmendorf AFB runway 23 to 32 nmi from the W end of runway 23, and having a width of 2 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes.
2,700 feet MSL to flight level 270 from 2 nmi W to 7 nmi W of the W end of runway 23.
4,000 feet MSL to flight level 270 from 7 to 10 nmi W of the W end of runway 23.
7,000 feet MSL to flight level 270 from 10 to 15 nmi W of the W end of runway 23.
12,000 feet MSL to flight level 270 from 15 to 22 nmi W of the W end of runway 23.
17,000 feet MSL to flight level 270 from 22 to 27 nmi W of the W end of runway 23.
20,000 feet MSL to flight level 270 from 27 to 32 nmi W of the W end of runway 23.
Time of Designation. Continuous.
Controlling Agency. Federal Aviation Agency, Anchorage Approach Control.
Using Agency. Commander, Elmendorf AFB, Alaska.
2/6/64 28 F. R. 13297 (Rewritten);

R-2202 Big Delta, Alaska

Boundaries. Beginning at Lat. 64°14'45" N, Long. 146°43'15" W; to Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°42'40" N, Long. 146°00'27" W; to Lat. 63°42'15" N, Long. 146°13'26" W; to Lat. 63°44'00" N, Long. 146°30'00" W; to Lat. 63°50'50" N, Long. 146°47'30" W; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning.
Designated altitudes. Surface to 60,000 feet MSL.
Time of designation. October 1 through March 31.
Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2203 **Eagle River, Alaska.**

Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W.; to latitude 61°22'10" N., longitude 149°33'48" W.; to latitude 61°17'15" N., longitude 149°36'15" W.; to latitude 61°17'15" N., longitude 149°42'25" W.; to latitude 61°18'00" N., longitude 149°44'00" W.; to latitude 61°27'15" N., longitude 149°44'00" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Anchorage ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2204 **Shemya, Alaska.**
Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.
Designated altitudes. Surface to 2,500 feet MSL.
Time of designation. Continuous.
Using agency. Commander, 5040th Air Base Squadron, Shemya AFB, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2205 **Yukon, Alaska.**

Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.
Designated altitudes. Surface to 21,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun); AMENDMENTS Eff. on publ. (8/14/63) 28 F. R. 8313 (Changed);

R-2206 **Clear, Alaska.**

Boundaries. The airspace within a radius of 30,000 feet of Lat. 64°17'16" N, Long. 149°10'58" W, extending clockwise from a bearing of 235° to a bearing of 005° and within a radius of 500 feet, extending clockwise from a bearing of 005° to a bearing of 235°.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Air Defense Command, Ent AFB, Colorado.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2207 **Fairbanks, Alaska (Eielson AFB), Restricted Area/Military Climb Corridor.**
Boundaries. The area centered on the 016° radial of the Eielson AFB TACAN extending from 5 miles N of the airbase (Lat. 64°40'00" N, Long. 147°06'00" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes.
3,500 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
3,500 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.
5,500 feet MSL to flight level 270 from 7 to 9 miles N of the airbase.
7,000 feet MSL to flight level 270 from 9 to 15 miles N of the airbase.
10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.
13,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.
16,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Fairbanks Approach Control.
Using agency. Commander, Eielson AFB, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2208 Fort Greely, Alaska.

Boundaries. Beginning at Lat. 64°02'30" N, Long. 146°07'10" W; to Lat. 63°56'17" N, Long. 145°49'30" W; to Lat. 63°54'20" N, Long. 145°50'20" W; to Lat. 63°50'30" N, Long. 145°50'00" W; to Lat. 63°43'00" N, Long. 145°54'01" W; to Lat. 63°43'00" N, Long. 145°54'52" W; to Lat. 63°55'50" N, Long. 145°56'25" W; to Lat. 63°59'27" N, Long. 146°10'51" W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. October 1 through March 31.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

R-2209 Little Delta, Alaska.

Boundaries. Beginning at latitude 64°08'51" N., longitude 146°37'53" W.; to latitude 63°56'25" N., longitude 146°02'46" W.; to latitude 63°51'02" N., longitude 146°12'16" W.; to latitude 64°03'28" N., longitude 146°47'47" W.; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. April 1 to September 30, as advertised by NOTAM.

Controlling agency. Federal Aviation Agency, Fairbanks ARTC Center.

Using agency. Commander, Alaskan Air Command.

AMENDMENTS 1/26/63 28 F.R. 19-5 (Rerun);

§ 73.23 Arizona

R-2301 Ajo, Arizona.

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112°56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS 1/26/63 28 F.R. 19-6 (Rerun);

R-2302 Flagstaff, Arizona.

Boundaries. A circular area with a 6,600-foot radius centered at latitude 35°10'20" N., longitude 111°51'19" W.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday.

Using agency. Commanding Officer, Navajo Ordance Depot, Flagstaff, Arizona.

AMENDMENTS (Eff. on publ.) 12/6/62 27 F.R. 12057 (Rewritten); 1/26/63 28 F.R. 19-6 (Rerun);

R-2303 Fort Huachuca, Arizona.

Boundaries. Beginning at Lat. 31°34'40" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°00'00" W; to Lat. 31°29'00" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°18'00" W; to Lat. 31°23'45" N, Long. 110°39'00" W; to Lat. 31°38'30" N, Long. 110°46'10" W; to Lat. 31°38'30" N, Long. 110°39'30" W, to Lat. 31°41'00" N, Long. 110°33'30" W; to Lat. 31°41'00" N, Long. 110°16'30" W; to Lat. 31°41'40" N, Long. 110°15'00" W; to Lat. 31°41'40" N, Long. 110°13'30" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, U. S. Army Electronic Proving Ground, Fort Huachuca, Arizona.

AMENDMENTS 1/26/63 28 F.R. 19-6 (Rerun);

R-2304 **Gila Bend, Arizona.**

Boundaries. Beginning at latitude 32°38'30" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°43'30" W.; to latitude 32°49'00" N., longitude 112°39'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 240.

Time of designation. Sunrise to sunset, Monday through Friday.

Using agency. Commander, Luke AFB, Arizona.

AMENDMENTS 9/19/63 28 F. R. 7557 (Rewritten)

R-2305 **Gila Bend, Arizona**

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112° 42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 240.

Time of designation. Sunrise to sunset.

Using agency. Commander, Luke AFB, Ariz.

AMENDMENTS 1/26/63 28 F.R. 19-6 (Rerun); Eff. on publ. (5/3/63) 28 F.R. 4436 (Changed);

R-2307 **Yuma, Ariz.**

Boundaries. Beginning at latitude 32°52'00" N., longitude 114°00'00" W.; to latitude 32°52'50" N., longitude 113°50'10" W.; to latitude 32°58'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; thence along the west bank of the Colorado River to latitude 32°51'45" N., longitude 114°27'50" W.; to latitude 32°52'30" N., longitude 114°21'00" W.; to latitude 32°51'15" N., longitude 114°21'00" W.; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

AMENDMENTS 1/26/63 28 F.R. 19-6 (Rerun); On Publ. 2/27/63 28 F.R. 1794 (Rewritten);
AMENDMENTS Eff. on publ. 7/30/63 28 F. R. 7708 (Changed); Eff. on Publ. (11/16/63) 28 FR 12203 (Changed);

PENDING AMENDMENT
R-2308 **Yuma East, Arizona**

Boundaries. Beginning at latitude 33° 00' 00" N., longitude 114° 17' 20" W.; thence N along State Highway 95 to latitude 33° 28' 00" N., longitude 114° 13' 00" W.; to latitude 33° 24' 00" N., longitude 113° 39' 00" W.; to latitude 33° 13' 12" N., longitude 113° 21' 36" W.; to latitude 33° 07' 17" N., longitude 113° 24' 10" W.; to latitude 33° 02' 00" N., longitude 113° 33' 50" W.; to latitude 33° 02' 00" N., longitude 113° 56' 30" W.; to latitude 33° 00' 00" N., longitude 114° 11' 00" W.; to the point of beginning.

Designated altitudes. 1,500 feet above the surface to 20,000 feet MSL.

Time of designation. Continuous, January 15, 1964, to January 15, 1965.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Arizona.

1/15/64 29 F. R. 133 (Added);

§ 73.24 **Arkansas**

R-2401 **Fort Chaffee, Ark.**

Boundaries. Beginning at latitude 35° 18' 32" N., longitude 94° 12' 02" W.; to latitude 35° 18' 06" N., longitude 94° 16' 04" W.; to latitude 35° 17' 15" N., longitude 94° 17' 30" W.; to latitude 35° 15' 59" N., longitude 94° 18' 33" W.; to latitude 35° 13' 36" N., longitude 94° 15' 10" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS 1/26/63 28 F.R. 19-7 (Rerun); (Eff. on publ.) 7/18/63 28 F. R. 7342 (Changed);
1/9/64 28 F. R. 12251 (Rewritten);

R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 17' 25" N., longitude 94° 12' 02" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to latitude 35° 13' 36" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 01' 29" W.; to latitude 35° 16' 56" N., longitude 94° 01' 33" W.; to latitude 35° 17' 36" N., longitude 94° 06' 00" W.; to latitude 35° 17' 09" N., longitude 94° 09' 55" W.; to point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Fort Worth ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

AMENDMENTS 1/26/63 28 F.R. 19-7 (Rerun) (Eff. on publ.) 7/18/63 28 F. R. 7342 (Changed); 1/9/64 28 F. R. 12251 (Rewritten);

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. 0700 Saturday through 1700 Sunday CST, Sept. 1 through May 31; and 0600 to 2400 CST, daily, June 1 through August 31.
Controlling agency. Federal Aviation Agency, Little Rock Control Tower.
Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

AMENDMENTS 1/26/63 28 F.R. 19-7 (Rerun);

§ 73.25 California

R-2501 Bullion Mountains, Calif.

Boundaries. Beginning at Lat. 34°41'00" N, Long. 116°03'00" W; to Lat. 34°35'30" N, Long. 115°58'00" W; to Lat. 34°33'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°47'00" W; to Lat. 34°25'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 115°44'00" W; to Lat. 34°14'00" N, Long. 116°17'00" W; to Lat. 34°30'00" N, Long. 116°26'30" W; to Lat. 34°40'30" N, Long. 116°29'40" W; to Lat. 34°43'00" N, Long. 116°26'20" W; to Lat. 34°43'00" N, Long. 116°17'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2502 Fort Irwin, Calif.

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commanding General, Fort Irwin, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2503 Camp Pendleton, Calif.

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117°29'13" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, El Toro Approach Control.
Using agency. Commanding General, Camp Pendleton, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2504 **Camp Roberts, Calif.**

Boundaries. Beginning at Lat. 35°49'45" N, Long. 120°49'00" W; to Lat. 35°43'45" N, Long. 120°45'30" W; to Lat. 35°43'45" N, Long. 120°48'45" W; to Lat. 35°46'30" N, Long. 120°52'00" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding Officer, Camp Roberts, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

PENDING AMENDMENT

R-2504 **Camp Roberts, Calif.**

Boundaries. Beginning at latitude 35° 42' 18" N., longitude 120° 47' 55" W.; to latitude 35° 42' 18" N., longitude 120° 47' 20" W.; to latitude 35° 42' 58" N., longitude 120° 45' 33" W.; to latitude 35° 46' 38" N., longitude 120° 44' 38" W.; to latitude 35° 47' 18" N., longitude 120° 44' 45" W.; to latitude 35° 47' 54" N., longitude 120° 45' 49" W.; to latitude 35° 49' 10" N., longitude 120° 45' 40" W.; to latitude 35° 51' 00" N., longitude 120° 46' 25" W.; to latitude 35° 51' 11" N., longitude 120° 47' 55" W.; to latitude 35° 48' 50" N., longitude 120° 49' 58" W.; to latitude 35° 46' 00" N., longitude 120° 49' 55" W.; to latitude 35° 44' 03" N., longitude 120° 48' 08" W.; to latitude 35° 43' 08" N., longitude 120° 49' 00" W.; to latitude 35° 42' 44" N., longitude 120° 48' 48" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0600 to 2400 P.s.t., Monday through Friday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commanding General, Fort Ord, Calif.

2/6/64 28 F. R. 13742 (Rewritten);

R-2505 **China Lake, Calif.**

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117°25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2506 **China Lake South, Calif.**

Boundaries. Beginning at latitude 35°37'30" N., longitude 117°41'20" W.; to latitude 35°28'00" N., longitude 117°40'50" W.; to latitude 35°28'00" N., longitude 117°47'00" W.; to latitude 35°37'30" N., longitude 117°47'30" W.; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); 3/7/63 28 F.R. 443 (Rewritten);

R-2507 **Chocolate Mountains, California**

Boundaries. Beginning at latitude 33°32'40" N., longitude 115°33'50" W.; to latitude 33°31'30" N., longitude 115°32'00" W.; to latitude 33°31'15" N., longitude 115°26'45" W.; to latitude 33°29'00" N., longitude 115°20'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; to latitude 33°24'15" N., longitude 115°17'00" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°22'50" N., longitude 115°09'58" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°01'00" N., longitude 115°06'00" W.; to latitude 33°28'30" N., longitude 115°42'10" W.; to the point of beginning, excluding the portion that would coincide with VOR Federal airway No. 117.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Ariz.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116°23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.
Designated altitudes. 20,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, George AFB, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); 1/9/64 28 F. R. 12251 (Changed);

R-2510 El Centro, Calif.

Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W.; to latitude 32°52'40" N., longitude 115°43'30" W.; counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N., longitude 115°40'15" W.; to latitude 32°50'05" N., longitude 115°45'20" W.; to latitude 32°50'05" N., longitude 115°55'00" W.; to latitude 32°55'50" N., longitude 115°55'00" W.; to latitude 33°01'20" N., longitude 116°02'15" W.; to latitude 33°06'35" N., longitude 115°56'50" W.; to latitude 33°06'35" N., longitude 115°51'12" W.; to the point of beginning.
Designated altitudes. Surface to flight level 1,000.
Time of designation. Continuous, surface to 20,000 feet MSL; Sunrise to sunset, Monday through Friday, 20,000 feet MSL to flight level 1,000.
Controlling Agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using Agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Arizona.

AMENDMENTS 12/13/62 27 F.R. 10093 (Rewritten); 1/26/63 28 F.R. 19-8 (Rerun);
AMENDMENTS Eff. on publ. (5/18/63) 28 F.R. 5019 (Changed);

R-2511 Fort Ord, California

Boundaries. Beginning at latitude 36° 37' 42" N., longitude 121° 48' 47" W.; to latitude 36° 38' 25" N., longitude 121° 46' 29" W.; thence counterclockwise around the arc of a 3-mile radius circle centered at latitude 36° 40' 55" N., longitude 121° 45' 41" W.; to latitude 36° 38' 43" N., longitude 121° 44' 00" W.; to latitude 36° 38' 08" N., longitude 121° 43' 20" W.; to latitude 36° 35' 45" N., longitude 121° 42' 42" W.; to latitude 36° 34' 45" N., longitude 121° 47' 24" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 36° 35' 30" N., longitude 121° 50' 30" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); 12/12/63 28 F. R. 11615 (Rewritten);

R-2512 Holtville, Calif.

Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115°13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Marine Corps Auxiliary Air Station, Yuma, Ariz.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); Eff. on publ. (5/3/63) 28 F.R. 4436 (Changed);

R-2513 Hunter-Liggett, Calif.

Boundaries. Beginning at latitude 35°55'20" N., longitude 121°05'45" W.; to latitude 35°57'45" N., longitude 121°09'45" W.; to latitude 35°59'18" N., longitude 121°13'30" W.; to latitude 35°58'54" N., longitude 121° 15'20" W.; latitude 36°02'45" N., longitude 121°17'45" W.; to latitude 36°03'43" N., longitude 121° 22'38" W.; to latitude 36°02'12" N., longitude 121°24'40" W.; to latitude 35°51'02" N., longitude 121°16'18" W.; to latitude 35°48'17" N., longitude 121°10'53" W.; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); 8/22/63 28 F. R. 6969 (Rewritten);.

R-2514 Merced, Calif. (Castle AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the NW course of the Castle AFB ILS localizer, extending from 5 miles NW of the airbase (Lat. 37°22'45" N, Long. 120°34'00" W) to 32 miles NW of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,200 feet MSL to 15,200 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
2,200 feet MSL to flight level 242 from 6 to 7 miles NW of the airbase.
2,200 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
6,200 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
10,200 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
15,200 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
19,200 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.
Time of designation. Continuous.
Using agency. Castle AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2515 Muroc Lake, Calif.

Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116° 49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Edwards AFB, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2516 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°56'30" N, Long. 120°43'30" W; to Lat. 34°55'40" N, Long. 120° 39'40" W; to Lat. 34°49'00" N, Long. 120°27'15" W; to Lat. 34°46'15" N, Long. 120°26'40" W; to Lat. 34°39'50" N, Long. 120°31'15" W; to Lat. 34°35'00" N, Long. 120°31'40" W; to Lat. 34°34'52" N, Long. 120°42'37" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at Lat. 34°34'52" N, Long. 120°42'57" W; to Lat. 34°35'00" N, Long. 120° 30'00" W; to Lat. 34°24'00" N, Long. 120°30'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, 11th Naval District, San Diego, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119° 03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119° 05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 600 sunrise to sunset; surface to 1,000 feet MSL sunset to sunrise.
Time of designation. Sunrise Monday to 2400 PST Friday.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using Agency. Commanding Office , Naval Air Facility, El Centro, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun); (Eff. on pub.) 8/28/63 28 F. R. 9430 (Changed);

R-2522 San Rafael, Calif. (Hamilton AFB). Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Hamilton VOR extending from 7 miles NW of the airbase at Lat. 38°03'35" N, Long. 122°30'30" W to 34 miles NW of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,000 feet MSL to 15,000 feet MSL from 7 miles NW of the airbase to 8 miles NW of the airbase.
2,000 feet MSL to flight level 240 from 8 to 9 miles NW of the airbase.
2,000 feet MSL to flight level 270 from 9 to 12 miles NW of the airbase.
6,000 feet MSL to flight level 270 from 12 to 17 miles NW of the airbase.
10,000 feet MSL to flight level 270 from 17 to 22 miles NW of the airbase.
15,000 feet MSL to flight level 270 from 22 to 27 miles NW of the airbase.
19,000 feet MSL to flight level 270 from 27 to 34 miles NW of the airbase.
Time of designation. Continuous.
Using agency. Hamilton AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2524 **Trona, Calif.**

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2525 **Vernalis, Calif.**

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W.

Designated altitudes. Surface to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2526 **Victorville, Calif. (George AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 242° radial of the George AFB VOR extending from 5 miles W of the airbase (Lat. 34°35'45" N, Long. 117°22'55" W) to 30 miles W of the airbase with a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:
4,900 feet MSL to 17,900 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.
4,900 feet MSL to flight level 269 from 6 to 7 miles W of the airbase.
5,900 feet MSL to flight level 270 from 7 to 8 miles W of the airbase.
6,900 feet MSL to flight level 270 from 8 to 9 miles W of the airbase.
7,900 feet MSL to flight level 270 from 9 to 10 miles W of the airbase.
8,900 feet MSL to flight level 270 from 10 to 11 miles W of the airbase.
9,900 feet MSL to flight level 270 from 11 to 12 miles W of the airbase.
10,900 feet MSL to flight level 270 from 12 to 13 miles W of the airbase.
11,900 feet MSL to flight level 270 from 13 to 15 miles W of the airbase.
12,900 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.
17,900 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.
21,900 feet MSL to flight level 270 from 25 to 30 miles W of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Edwards Approach Control.

Using agency. Commander, George AFB, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2527 **Oxnard, Calif. (Oxnard AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the Oxnard AFB TACAN 270° radial and the Oxnard AFB ILS localizer W course bounded by a line beginning at Lat. 34°13'45" N, Long. 119°12'55" W; to Lat. 34°11'55" N, Long. 119°12'55" W; to Lat. 34°11'30" N, Long. 119°18'45" W; along the continental limits of the United States to Lat. 34°13'55" N, Long. 119°19'40" W; to the point of beginning.

Designated altitudes:
2,100 feet MSL to 15,100 feet MSL from 7 miles W of the TACAN to 8 miles W of the TACAN.
2,100 feet MSL to flight level 240 from 8 to 9 miles W of the TACAN.
2,100 feet MSL to flight level 270 from 9 to 12 miles W of the TACAN.
6,100 feet MSL to flight level 270 from 12 miles W of the TACAN to the continental limits of the U. S.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Ventura Approach Control.

Using agency. Commander, Oxnard AFB, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2528 **Newman, Calif.**

Boundaries. Beginning at latitude 37°19'50" N., longitude 121°04'05" W., to latitude 37°16'25" N., longitude 121°02'55" W.; thence clockwise along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W.; to latitude 37°15'30" N., longitude 121°03'30" W.; to latitude 37°05'50" N., longitude 121°01'45" W.; to latitude 37°05'15" N., longitude 121°08'00" W.; to latitude 37°17'00" N., longitude 121°10'12" W.; thence along the arc of a 3-nautical mile radius circle centered at latitude 37°17'30" N., longitude 121°06'30" W.; to the point of beginning.

Designated altitudes. 2,000 feet MSL to 17,000 feet MSL.

Time of designation. One hour before sunrise to one hour after sunset.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-8 (Rerun);

R-2529 Fort Ord West, California

Boundaries. Beginning at latitude 36° 42' 00" N., longitude 121° 49' 45" W.; to latitude 36° 40' 45" N., longitude 121° 48' 22" W.; thence south along California State Highway No. 1 to latitude 36° 38' 05" N., longitude 121° 49' 55" W.; to latitude 36° 38' 15" N., longitude 121° 51' 45" W.; to the point of beginning.

Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Thirty minutes before sunrise to thirty minutes after sunset.
Controlling agency. Federal Aviation Agency, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

AMENDMENTS 12/12/63 28 F. R. 11615 (Added);

R-2530 Sierra Army Depot, Calif.

Boundaries. Beginning at latitude 40° 18' 21" N., longitude 120° 05' 06" W.; to latitude 40° 18' 21" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 05' 06" W.; to the point of beginning.

Designated altitudes. Surface to 8,600 feet MSL.
Time of designation. 0800 to 1800 p.s.t., Monday through Friday.
Using agency. Commanding Officer, Sierra Army Depot, Herlong, California.

AMENDMENTS 1/9/64 28 F. R. 11728 (Added);

§ 73.26 Colorado

R-2601 Fort Carson, Colo.

Boundaries. Beginning at Lat. 38°32'06" N, Long. 104°49'18" W; to Lat. 38°32'06" N, Long. 104°45'00" W; to Lat. 38°43'38" N, Long. 104°45'50" W; to Lat. 38°43'43" N, Long. 104°46'20" W; to Lat. 38°42'58" N, Long. 104°48'30" W; to Lat. 38°43'12" N, Long. 104°49'07" W; thence southwest along Colorado Highway #115 to Lat. 38°39'00" N, Long. 104°51'40" W; to Lat. 38°36'20" N, Long. 104°51'40" W; to the point of beginning.

Designated altitudes. Surface to 35,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commanding General, Fort Carson, Colo.

AMENDMENTS 12/13/62 27 F.R. 10445 (Changed)¦ 1/26/63 28 F.R. 19-13 (Rerun);

§ 73.27 Connecticut

AMENDMENTS 1/26/63 28 F.R. 19-13 (Rerun);

§ 73.28 Delaware

AMENDMENTS 1/26/63 28 F.R. 19-13 (Rerun);

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59'33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59'15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.
Time of designation. 0800 to 2000 EST, Monday through Friday, July 1 through August 31.
Using agency. Commanding General, Second U. S. Army, Fort Meade, Md.

AMENDMENTS 1/26/63 28 F.R. 19-13 (Rerun);

R-2803 Dover, Del. (Dover AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 184° radial of the Dover AFB TACAN extending from 5 miles S of the Dover AFB (latitude 39°07'45" N., longitude 75°27'50" W.) to 32 miles S of Dover AFB, having a width at the beginning from 1 mile W to 2.4 miles E of the TACAN 184° radial and expanding to a width at the outer extremity from 2.3 miles W to 2.4 miles E of the TACAN 184° radial.

Designated altitudes.
2,000 feet MSL to 15,000 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.
2,000 feet MSL to flight level 240 from 6 to 7 miles S of the airbase.
2,000 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.
6,000 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.
10,000 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.
15,000 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.
19,000 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.
Time of designation. Continuous.
Using agency. Dover AFB Approach Control.

AMENDMENTS On publ. (7/28/62) 27 F.R. 7429 (Rewritten); 1/26/63 28 F.R. 19-13 (Rerun);

§ 73.29 Florida

R-2901A Avon Park North, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°52'55" N., longitude 81°24'20" W.; to latitude 27°55'00" N., longitude 81°17'55" W.; to latitude 27°44'45" N., longitude 81°14'05" W.; to point of beginning.

Designated altitude. 500 feet MSL to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency.: Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 6/27/63 28 F. R. 4753 (Added);

R-2901B Avon Park South, Fla.

Boundaries. Beginning at latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°26'10" N., longitude 81°01'05" W.; to latitude 27°22'35" N., longitude 81°05'15" W.; thence along Highway 98 to latitude 27°23'00" N., longitude 81°07'00" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to point of beginning.

Designated altitudes. 500 feet MSL to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Florida.

AMENDMENTS 6/27/63 28 F. R. 4753 (Added);

R-2901C Avon Park West, Fla.

Boundaries. Beginning at latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'32" N., longitude 81°21'40" W.; thence North along Arbuckle Creek to Arbuckle Lake and along the East and North shore of Arbuckle Lake to latitude 27°43'10" N., longitude 81°25'20" W.; to latitude 27°44'50" N., longitude 81°25'20" W.; to latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 6/27/63 28 F. R. 4753 (Added);

R-2901D Avon Park East, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°10'20" W.; to latitude 27°37'00" N., longitude 81°06'50" W.; to latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.

Designated altitude. Surface to 13,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, MacDill AFB, Fla.

AMENDMENTS 6/27/63 28 F. R. 4753 (Added);

R-2902 Banana River, Fla.

Boundaries. Beginning at Lat. 28°50'00" N, Long. 80°50'00" W; to Lat. 28°50'00" N, Long. 80° 41'35" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 28°22'00" N, Long. 80° 33'00" W; to Lat. 28°22'00" N, Long. 80°38'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Miami ARTC Center.

Using agency. Commander, Air Force Missile Test Center, Patrick AFB, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2903A Jacksonville East, Fla.

Boundaries. Beginning at latitude 30°15'30" N., longitude 81°43'25" W., clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W., to latitude 30°11'25" N., longitude 81°41'00" W., to latitude 29°49'50" N., longitude 81°41'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°47'00" N., longitude 81°41'00" W., to latitude 29°45'15" N., longitude 81°43'40" W., to latitude 29°47'55" N., longitude 81°50'30" W., to latitude 29°50'45" N., longitude 81°49'15" W., to latitude 29°53'50" N., longitude 81°57'50" W., to latitude 30°00'15" N., longitude 81°52'05" W., to latitude 30°02'05" N., longitude 81°54'45" W., to latitude 29°56'20" N., longitude 82°00'00" W., counterclockwise along an arc of a circle 3 nautical miles in radius centered at latitude 29°53'20" N., longitude 82°00'25" W., to latitude 29°56'00" N., longitude 82°02'00" W., to latitude 30°15'30" N., longitude 82°02'00" W., to the point of beginning.

Designated altitude. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2903B Stevens Lake, Fla.

Boundaries. Beginning at Lat. 29°56'20" N, Long. 82°00'00" W; to Lat. 30°02'05" N, Long. 81°54'45" W; to Lat. 30°00'15" N, Long. 81°52'05" W; to Lat. 29°53'50" N, Long. 81°57'50" W; to Lat. 29°50'45" N, Long. 81°49'15" W; to Lat. 29°47'55" N, Long. 81°50'30" W; to Lat. 29°50'55" N, Long. 81°58'20" W; thence clockwise along an arc of a circle with a 3-nautical mile radius centered at Lat. 29°53'20" N, Long. 82°00'25" W; to the point of beginning, excluding that area 1 nautical mile either side of a 220° True bearing from, and more than 1 2/3 nautical miles from Lat. 29°53'20" N, Long. 82°00'25" W.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2903C Putnam, Fla.

Boundaries. The area within a 3-nautical mile radius of Lat. 29°47'00" N, Long. 81°41'00" W.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2903D Jacksonville West, Fla.

Boundaries. Beginning at latitude 30° 15' 30" N., longitude 81° 50' 00" W.; to latitude 30° 15' 30" N., longitude 82° 02' 00" W.; to latitude 29° 56' 00" N., longitude 82° 02' 00" W.; counterclockwise along an arc of a circle 3-nautical miles in radius centered at latitude 29° 53' 20" N., longitude 82° 00' 25" W.; to latitude 29° 53' 30" N., longitude 82° 04' 00" W.; to latitude 30° 00' 00" N., longitude 82° 19' 30" W.; to latitude 30° 03' 00" N., longitude 82° 20' 00" W.; to latitude 30° 22' 00" N., longitude 82° 20' 00" W.; to latitude 30° 21' 20" N., longitude 81° 55' 45" W.; to the point of beginning.

Designated altitudes. Surface to FL 240 east of longitude 82° 02' 00" W.; 1,200 feet AGL to FL 240 west of longitude 82' 02' 00" W.

Time of designation. Continuous, terminating December 31, 1964.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/4/63 27 F.R. 11941 (Rewritten); 1/1/64 28 F. R. 12737 (Rewritten);

R-2906 Rodman, Fla.

Boundaries. Within a 3-nautical mile radius of latitude 29°29'00" N., longitude 81°46'00" W., and within 1½ nautical miles either side of the 240° and 300° True bearings from the center extending from the 3-nautical mile radius to 10 nautical miles northwest and southwest of the center.

Designated altitudes. The 3-nautical mile radius, surface to 14,000 feet MSL; the extensions, surface to 6,000 feet MSL.

Time of designation. From sunrise to 2400 eastern standard time.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2907 **Lake George, Fla.**

Boundaries. Beginning at latitude 29°23'00" N., longitude 81°31'30" W.; to latitude 29°20'00" N., longitude 81°30'40" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to the point of beginning.
Designated Altitudes. Surface to flight level 500.
Time of Designation. Continuous.
Controlling Agency. Federal Aviation Agency, Jacksonville, ARTC Center.
Using Agency. Commander, Fleet Air Jacksonville, NAS. Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (rerun); 9/19/63 28 F. R. 8129 (Rewritten);

R-2908 **Pensacola, Fla.**

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2909 **Pensacola, Fla.**

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30°18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2910 **Pinecastle, Fla.**

Boundaries. A circular area with a 5-nautical mile radius centered at latitude 29°06'52" N. longitude 81°42'55" W. including the area within 2.5 nautical miles either side of the 137° and 317° bearings from the center of the circular area, extending from the 5-nautical mile radius of 10 nautical miles SE and NW of the center.
Designated altitudes. Within the 5-nautical mile circle, surface to flight level 370; within the SE and NW extensions, surface to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun);

R-2912A **Panama City, Fla.**

Boundaries Beginning at latitude 30°42'10" N., longitude 85°53'05" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 29°55'40" N., longitude 85°32'15" W.; to latitude 30°00'40" N., longitude 85°22'45" W.; to point of beginning.
Designated altitudes. 1,500 feet MSL to but not including 7,000 feet MSL.
Time of designation. As activated by NOTAM issued by the using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS 4/4/63 28 F.R. 2092 (Added);

R-2912B Panama City, Fla.

Boundaries. Beginning at latitude 30°42'10" N., longitude 85°53'05" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.;to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.' thence 3 nautical miles from and parallel to the shoreline to latitude 29°55'40" N., longitude 85°32'15" W.; to latitude 30°00'40" N., longitude 85° 22'45" W.

Designated altitudes. 7,000 feet MSL to but not including FL 290.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS 4/4/63 28 F.R. 2092 (Added);

R-2912C Panama City, Fla.

Boundaries. Beginning at latitude 30°04'20" N., longitude 85°45'20" W.; to latitude 30°42'00" N., longitude 86°05'40" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 29°55'00" N., longitude 84°32'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39' 00" W.; thence 3 nautical miles from and parallel to the shoreline to point of beginning.

Designated altitudes. FL 290 to FL 700.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS 4/4/63 28 F.R. 2092 (Added);

R-2913 Panama City, Fla.

Boundaries. Beginning at latitude 31°28'30" N., longitude 86°18'15" W.; thence clockwise along the 100 nautical mile radius arc of the Tyndall VOR (latitude 29°58'18" N., longitude 85°27'03" W.), to latitude 29° 40'45" N., longitude 83°34'00" W.; thence 3 nautical miles from and parallel to the shoreline, to latitude 29°43'35" N., longitude 84°39'00" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°55' 00" N., longitude 84°32'00" W.; to latitude 30°42'45" N., longitude 85°14'00" W.; to latitude 30°42'18" N., longitude 85°52'15" W.; to point of beginning.

Designated altitudes. FL 350 to FL 700.

Time of designation. Sunset to sunrise.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Tyndall AFB, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun); 4/4/63 28 F.R. 2092 (Rewritten);

R-2914 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°43'10" N., longitude 86°27'37" W.; to latitude 30°43'45" N., longitude 86°10'30" W.; to latitude 30°41'00" N., longitude 86°05'10" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 30°25'00" N., longitude 86° 22'26" W.; to latitude 30°25'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'00" W.; to latitude 30°33'00" N., longitude 86°25'30" W.; to latitude 30°37'00" N., longitude 86°25'30" W.: to latitude 30°37'00" N., longitude 86°27'37" W.; to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.

Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun); 4/4/63 28 F.R. 2092 (Rewritten);

R-2915 Valparaiso, Fla.

Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to latitude 30°22'50" N., longitude 86°51'30" W.; to latitude 30°23'50" N.,longitude 86°51'30" W.; to latitude 30° 24'20" N., longitude 86°48'00" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.

Designated altitudes. Surface to FL 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.

Using agency. Commander, Air Proving Ground, Eglin AFB, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-14 (Rerun); 4/4/63 28 F.R. 2092 (Rewritten);

§ 73.30 **Georgia**

R-3001 **Dawsonville, Ga.**
Boundaries. A circular area with a 2.5-mile radius centered at Lat. 34°22'00" N, Long. 84°10'00" W.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Air Force Systems Command, Andrews AFB, Md.

AMENDMENTS 1/26/63 28 F.R. 19-17 (Rerun);

R-3002 **Fort Benning, Ga.**
Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railraod to latitude 32°32'10" N., longitude 84°40'40" W.; to latitude 32°29'10" N., longitude 84°39'25" W.; to latitude 32°18'30" N., longitude 84°39'25" W.; along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to latitude 32°24'00" N., longitude 84°53'30" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Fort Benning, Ga.

AMENDMENTS 8/23/62 27 F.R. 5737 (Rewritten); (F.R. correction 27 F.R. 5906); 1/26/63 28 F.R. 19-17 (Rerun);
AMENDMENTS Eff. on publ. 7/30/63 28 F. R. 7708 (Changed):

R-3003 **Fort Gordon, Ga.**
Boundaries. Beginning at Lat. 33°23'35" N, Long. 82°08'30" W; to Lat. 33°22'15" N, Long. 82°08'18" W; to Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to Lat. 33°25'00" N, Long. 82°12'00" W; to the point of beginning.
Designated altitudes. Surface to 5,500 feet MSL.
Time of designation. 0700 to 1900 EST, Monday through Saturday.
Using agency. Commanding Officer, Fort Gordon, Ga.

AMENDMENTS 1/26/63 28 F.R. 19-17 (Rerun);

R-3004 **Fort Gordon, Ga.**
Boundaries. Beginning at Lat. 33°21'35" N, Long. 82°09'10" W; to Lat. 33°16'20" N, Long. 82°18'00" W; to Lat. 33°17'29" N, Long. 82°23'00" W; to Lat. 33°21'15" N, Long. 82°18'47" W; to Lat. 33°22'15" N, Long. 82°17'00" W; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Fort Gordon, Ga.

AMENDMENTS 1/26/63 28 F.R. 19-17 (Rerun);

R-3005A **Fort Stewart, Ga.**
Boundaries. Beginning at latitude 32°04'40" N., longitude 81°50'00" W.; to latitude 32°07'00" N., longitude 81°43'30" W., to latitude 32°06'15" N., longitude 81°31'30" W.; to latitude 32°05'30" N., longitude 81°31'30" W.; to latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 31°53'40" N., longitude 81°30'00" W.; to latitude 31°51'20" N., longitude 81°36'00" W.; to latitude 31°55'30" N., longitude 81°53'00" W.; to latitude 31°57'00" N., longitude 81°53'15" W.; to latitude 31°59'45" N., longitude 81°51'06" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Jacksonville, ARTC Center.
Using agency. Commanding General, Fort Stewart, Ga.

AMENDMENTS On Publ. 2/21/63 28 F.R. 1629 (Added); F. R. Corr. 28 F.R. 3649
AMENDMENTS Eff. on publ. (5/4/63) 28 F.R. 4507 (Changed);

R-3005B **Fort Stewart, Ga.**
Boundaries. Beginning at latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 32°04'15" N., longitude 81°22'30" W.; thence along the Ogeechee River to latitude 32°00'30" N., longitude 81°19'30" W.; to latitude 31°58'45" N., longitude 81°19'45" W.; to latitude 31°56'15" N., longitude 81°23'00" W.; to latitude 31°53'40" N., longitude 81°30'00" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.
Using agency. Commanding General, Fort Stewart, Ga.

AMENDMENTS On publ. 2/21/63 28 F.R. 1629 (Added);

R-3006 Townsend, Ga.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 31°32'50" N, Long. 81°35'20" W, and within 1.5 nautical miles either side of the 223° and 298° bearings from the center extending from the 3-nautical mile radius circle to 10 nautical miles southwest and northwest of the center.

Designated altitudes. The area within the 3-nautical mile radius, surface to 14,000 feet MSL; the area within the extensions, surface to 6,000 feet MSL.

Time of designation. Sunrise to sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center.

Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-17 (Rerun);

§ 73.31 Hawaii

R-3101 Bonham, Hawaii

Boundaries. Beginning at Lat. 22°12'45" N, Long. 159°43'00" W; to Lat. 22°09'20" N, Long. 159° 43'00" W; counterclockwise along the shoreline of the Island of Kauai to Lat. 21°58'00" N, Long. 159° 43'00" W; to Lat. 21°55'00" N, Long. 159°43'00" W; clockwise along a line 3 nautical miles from and parallel to the shoreline of the Island of Kauai to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Lihue Flight Service Station.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun);

R-3102 Dillingham, Hawaii

Boundaries. Beginning at latitude 21° 35' 02" N., longitude 158° 11' 02" W.: to latitude 21° 35' 00" N., longitude 158" 15' 24" W.; to latitude 21° 34' 51" N., longitude 158° 17' 30" W.; to latitude 21° 35' 23" N., longitude 158° 19' 40" W.; thence three (3) nautical miles from the shoreline to latitude 21° 37' 42" N., longitude 158° 09' 24" W.; to point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. 0700 to 1700 Hawaiian standard time. Monday through Friday.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun); 12/12/63 28 F. R. 10742 (Rewritten);

R-3103 Humuula, Hawaii

Boundaries. Beginning at Lat. 19°48'45" N, Long. 155°38'00" W; to Lat. 19°45'15" N, Long. 155° 32'00" W; to Lat. 19°39'00" N, Long. 155°26'30" W; to Lat. 19°32'00" N, Long. 155°42'00" W; to Lat. 19°38'00" N, Long. 155°45'10" W; to Lat. 19°41'00" N, Long. 155°44'00" W; to Lat. 19°47'00" N, Long. 155°38'00" W; to the point of beginning.

Designated altitudes. Surface to 36,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Hilo Combined Station/Tower.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun);

R-3104 Island of Kahoolawe, Hawaii

Boundaries. Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.

Designated altitudes. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Honolulu ARTC Center.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun); 10/17/63 28 F. R. 9286 (Rewritten);

R-3106 **Kahuku Point, Oahu, Hawaii**

Boundaries. Beginning at latitude 21°43'40" N., longitude 157°55'05" W.; to latitude 21°39'30" N., longitude 157°51'40" W.; thence 3 nautical miles from the shoreline to latitude 21°36'50" N., longitude 157°50'30" W.; to latitude 21°35'00" N., longitude 157°49'40" W., to latitude 21°35'00" N., longitude 157°51'30" W.; to latitude 21°36'30" N., longitude 157°53'45" W.; to latitude 21°41'30" N., longitude 157°56'20" W.; thence clockwise along the arc of a circle with a 1.5-nautical mile radius centered at latitude 21°43'00" N., longitude 157°56'30" W.; to the point of beginning.

Designated altitudes. The area northwest of a line drawn between latitude 21°39'08" N., longitude 157°55'05" W. and latitude 21°40'18" N., longitude 157°52'20" W., surface to 15,000 feet MSL; the area southeast of this line, surface to 6,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commander, Fleet Air Hawaii, NAS Barbers Point, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun);

R-3107 **Kaula Rock, Hawaii**

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.

Designated altitudes. Surface to flight level 300.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun);

R-3108 **Kauna Point, Hawaii**

Boundaries. Beginning at latitude 19°15'00" N., longitude 155°56'00" W.; to latitude 18°58'43" N., longitude 155°47'30" W.; to latitude 18°56'22" N., longitude 155°47'30" W.; thence clockwise 3 nautical miles from the shoreline to latitude 19°14'35" N., longitude 155°57'30" W.; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Maui Combined Station/Tower.

Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun);

R-3109 Schofield-Makua, Oahu, Hawaii

Boundaries. Beginning at latitude 21° 30' 29" N., longitude 158° 04' 09" W.; to latitude 21° 29' 25" N., longitude 158° 05' 00" W.; to latitude 21° 27' 28" N., longitude 158° 05' 55" W.; to latitude 21° 29' 11" N., longitude 158° 07' 35" W.; to latitude 21° 31' 00" N., longitude 158° 14' 00" W.; to latitude 21° 32' 30" N., longitude 158° 14' 30" W.; to latitude 21° 33' 30" N., longitude 158° 15' 30" W.; to latitude 21° 34' 51" N., longitude 158° 17' 30" W.; to latitude 21° 35' 00" N., longitude 158° 15' 24" W.; to latitude 21° 32' 14" N., longitude 158° 05' 12" W.; to point of beginning.

Designated altitudes. The area southeast of a line between latitude 21° 28' 35" N., longitude 158° 07' 00" W., and latitude 21° 29' 25" N., longitude 158° 05' 00" W., surface to 8,000 feet MSL. The area northwest of this line, surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Honolulu Flight Service Station.

Using agency. Commanding General, U. S. Army Hawaii, Schofield Barracks, Hawaii.

AMENDMENTS 1/26/63 28 F.R. 19-18 (Rerun); 12/12/63 28 F. R. 10742 (Rewritten);

§ 73.32 **Idaho**

R-3201 **Arco, Idaho.**

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112°30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. Continuous.

Using agency. Manager, Atomic Energy Commission, Idaho Falls, Idaho.

AMENDMENTS 1/26/63 28 F.R. 19-19 (Rerun); Eff. on Pub. (10/31/63) 28 F. R. 11616 (Changed);

§ 73.33 Illinois

R-3301 Havana, Ill.

Boundaries. A circular area with a 500-foot radius centered latitude 40°13;16" N., longitude 90°01'23" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Using agency. Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

AMENDMENTS On publ. (11/17/62) 27 F.R. 11314 (Rewritten); 1/26/63 28 F.R. 19-20 (Rerun); 1/9/64 28 F. R. 12312 (Changed);

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at latitude 42°13'15" N., longitude 90°21'24" W.
Designated altitudes. Surface to 2,300 feet MSL.
Time of designation. 0800 to 2200 c.s.t., Monday through Friday.
Using agency. Commanding Officer, Ordnance Depot, Savanna, Ill.

AMENDMENTS 1/10/63 27 F.R. 11533 (Rewritten);

§ 73.34 Indiana

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Commanding Officer, Camp Atterbury, Ind.

AMENDMENTS 1/26/63 28 F.R. 19-20 (Rerun);

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N.; longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.
Designated altitudes. Surface to 43,000 feet MSL.
Time of designation. 0800 to 2400 e.s.t.
Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

AMENDMENTS 1/26/63 28 F.R. 19-20 (Rerun);

§ 73.35 Iowa

AMENDMENTS 1/26/63 28 F.R. 19-21 (Rerun);

§ 73.36 Kansas

R-3601 Brookville, Kans.

Boundaries. Beginning at Lat. 38°45'20" N, Long. 97°47'00" W; to Lat. 38°39'20" N, Long. 97°47'00" W; along the Missouri Pacific Railroad to Lat. 38°38'20" N, Long. 97°47'30" W; to Lat. 38°38'20" N, Long. 97°53'22" W; to Lat. 38°45'20" N, Long. 97°53'22" W; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commander, Schilling AFB, Kans.

AMENDMENTS 1/26/63 28 F.R. 19-21 (Rerun);

R-3602 **Manhattan, Kans.**

Boundaries. Beginning at Lat. 39°13'00" N, Long. 96°49'42" W; thence to Lat. 39°13'00" N, Long. 96°42'35" W; thence to Lat. 39°12'17" N, Long. 96°40'55" W; thence to Lat. 39°10'43" N, Long. 96°40'55" W; thence to Lat. 39°09'23" N, Long. 96°43'00" W; thence to Lat. 39°06'20" N, Long. 96°43'00" W; thence to Lat. 39°04'24" N, Long. 96°47'30" W; thence to Lat. 39°04'24" N, Long. 96°52'22" W; thence to Lat. 39°07'54" N, Long. 96°49'42" W; thence to the point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Kansas City ARTC Center.
Using agency. Commanding General, Fort Riley, Kans.

AMENDMENTS (F.R. correction 27 F.R. 7565); 1/26/63 28 F.R. 19-21 (Rerun);

§ 73.37 Kentucky

R-3702 **Fort Campbell, Ky.**

Boundaries. Beginning at latitude 36°43'30" N., longitude 87°48'15" W.; to latitude 36°37'30" N., longitude 87°48'15" W.; to latitude 36°35'30" N., longitude 87°45'00" W.; to latitude 36°33'30" N., longitude 87°42'30" W.; to latitude 36°32'00" N., longitude 87°35'00" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°40'00" W.; to latitude 36°42'00" N., longitude 87°40'30" W.; to latitude 36°43'30" N., longitude 87°43'00" W.; to the point of beginning.
Designated altitudes. Surface to 27,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS On publ. (8/17/62) 27 F.R. 8210 (Rewritten); 1/26/63 28 F.R. 19-21 (Rerun);

R-3703 **Fort Campbell, Ky.**

Boundaries. Beginning at latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'15" N., longitude 87°30'12" W.; to latitude 36°39'30" N., longitude 87°29'45" W.; to latitude 36°39'30" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°29'50" W.; to latitude 36°34'00" N., longitude 87°29'50" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

AMENDMENTS On publ. (8/17/62) 27 F.R. 8210 (Rewritten); 1/26/63 28 F.R. 19-21 (Rerun);

R-3704 **Fort Knox, Ky.**

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Standiford Control Tower, Louisville, Ky.
Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

AMENDMENTS 1/26/63 28 F.R. 19-21 (Rerun);

§ 73.38 Louisiana

R-3801 **Camp Claiborne, La.**

Boundaries. Beginning at Lat. 31°05'10" N, Long. 92°30'40" W; to Lat. 31°01'53" N, Long. 92°34'17" W; to Lat. 31°07'30" N, Long. 92°40'45" W; to Lat. 31°11'07" N, Long. 92°36'35" W; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, New Orleans ARTC Center.
Using agency. Commander, England AFB, La.

AMENDMENTS 1/26/63 28 F.R. 19-22 (Rerun);

R-3802 Rabbit Island, La.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 29°30'35" N, Long. 91° 35'45" W.
Designated altitudes. Surface to 2,500 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Using agency. Commanding Officer, NAAS New Iberia, La.

AMENDMENTS 1/26/63 28 F.R. 19-22 (Rerun);

R-3803 Fort Polk, La.

Boundaries. Beginning at latitude 31°23'36" N., longitude 93°09'57" W.; to latitude 31°23'12" N., longitude 93°09'48" W.; to latitude 31°22'00" N., longitude 93°10'05" W.; to latitude 31°19'16" N., longitude 93°11'10" W.; to latitude 31°19'16" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°16'42" W.; to latitude 31°23'35" N., longitude 93°13'24" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency New Orleans, Louisiana, ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Rewritten); 1/26/63 28 F.R. 19-22 (Rerun);

R-3804A Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.: to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency New Orleans, Louisiana, ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Added); 1/26/63 28 F.R. 19-22 (Rerun);

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°10'52" W.; to latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°06'10" N., longitude 93°08'11" W.; to latitude 31°04'14" N., longitude 93°12'30" W.; to point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency Alexandria, Louisiana, Flight Service Station.
Using agency. Commanding General, Fort Polk, Louisiana.

AMENDMENTS On publ. (12/11/62) 27 F.R. 12212 (Added); 1/26/63 28 F.R. 19-22 (Rerun);

§ 73.39 Maine

R-3901 DeBlois, Maine.

Boundaries. Beginning at latitude 44°40'00" N., longitude 67°42'00" W.; to latitude 44°40'00" N., longitude 67°56'00" W.; to latitude 44°50'00" N., longitude 67°56'00" W.; to latitude 44°50'00" N., longitude 67°42'00" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. 102 TAC Fighter Wing, Massachusetts Air National Guard, Boston 28, Massachusetts.

AMENDMENTS 12/13/62 27 F.R. 11313 (Rewritten); 1/26/63 28 F.R. 19-23 (Rerun);
AMENDMENTS 10/17/63 28 F. R. 9668 (Rewritten);

R-3902 **Limestone, Maine (Loring AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 353° radial of the Loring AFB TACAN extending from 5 miles N of the airbase (Lat. 46°57'05" N, Long. 67°53'10" W) to 32 miles N of the airbase having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity, excluding the portion which lies outside of the United States.

Designated altitudes:
2,750 feet MSL to 15,750 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
2,750 feet MSL to flight level 247 from 6 to 7 miles N of the airbase.
2,750 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
6,750 feet MSL to flight level 270 from 10 to 15 miles N of the airbase, excluding the portion which lies outside of the United States.
10,750 feet MSL to flight level 270 from 15 miles N of the airbase to the United States-Canadian Border.

Time of designation. Continuous.
Using agency. Loring AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun);

R-3903 **Bangor, Maine (Dow AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 310° radial of the Bangor VORTAC extending from 5.8 miles NW of the VORTAC to 32.8 miles NW of the VORTAC, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:
2,200 feet MSL to 15,200 feet MSL from 5.8 miles NW of the VORTAC to 6.8 miles NW of the VORTAC.
2,200 feet MSL to flight level 240 from 6.8 to 7.8 miles NW of the VORTAC.
2,200 feet MSL to flight level 270 from 7.8 to 10.8 miles NW of the VORTAC.
6,200 feet MSL to flight level 270 from 10.8 to 15.8 miles NW of the VORTAC.
10,200 feet MSL to flight level 270 from 15.8 to 20.8 miles NW of the VORTAC.
15,200 feet MSL to flight level 270 from 20.8 to 25.8 miles NW of the VORTAC.
19,200 feet MSL to flight level 270 from 25.8 to 32.8 miles NW of the VORTAC.

Time of designation. Continuous.
Using agency. Dow AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun);

§ 73.40 **Maryland**

R-4001 **Aberdeen, Md.**

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08'00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19'47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22'30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22'00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14'50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commanding General, Aberdeen Proving Ground, Md.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun);

R-4002 **Bloodsworth Island, Md.**

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun); 8/22/63 28 F. R. 6397 (Changed);

R-4005 Patuxent, Md.

Boundaries. Beginning at Lat. 38°18'26" N, Long. 76°14'30" W; to Lat. 38°13'00" N, Long. 76°11' 20" W; to Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00'00" W; to Lat. 38° 08'00" N, Long. 76°08'00" W; to Lat. 37°55'15" N, Long. 76°02'30" W; to Lat. 37°52'45" N, Long. 76° 11'03" W; to Lat. 38°02'20" N, Long. 76°17'24" W; to Lat. 38°07'41" N, Long. 76°17'24" W; to Lat. 38° 15'00" N, Long. 76°20'50" W; to Lat. 38°18'20" N, Long. 76°17'05" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun);

R-4006 Patuxent, Md.

Boundaries. Beginning at latitude 38°41'15" N., longitude 75°46'00" W.; to latitude 38°32'30" N., longitude 75°43'45" W.; to latitude 38°19'00" N., longitude 75°37'00" W.; along the Pennsylvania Railroad to latitude 38°12'30" N., longitude 75°41'30" W.; to latitude 38°02'30" N., longitude 75°52'30" W.; to latitude 37°55' 00" N., longitude 75°52'30" W.; to latitude 37°46'39" N., longitude 75°57'43" W.; clockwise along the arc of a 5-nautical mile radius centered at latitude 37°47'54" N., longitude 76°03'48" W.; to latitude 37°45'00" N., longitude 76°08'51" W.; to latitude 37°45'00" N., longitude 76°23'30" W.; to latitude 37°50'30" N., longitude 76°32'00" W.; to latitude 38°05'10" N., longitude 76°34'15" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°30'00" N., longitude 76°04'00" W.; to latitude 38°36'00" N., longitude 75°55' 30" W.; along the Pennsylvania Railroad to point of beginning, excluding R-4002, R-4005, R-4008 and R-6609.
Designated altitudes. 3,500 feet MSL to FL 850.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS, Patuxent River, Md.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun); On Publ: (4/5/63) 28 F.R. 3327 (Changed);
AMENDMENTS 8/22/63 28 F. R. 6397 (Rewritten);

R-4007 Patuxent, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W; to Lat. 38°11'10" N, Long. 76°25' 10" W; to Lat. 38°05'10" N, Long. 76°34'05" W; to Lat. 38°15'00" N, Long. 76°36'35" W; to Lat. 38°17' 25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS Patuxent River, Md.

AMENDMENTS 1/26/63 28 F.R. 19-23 (Rerun);

R-4008 Potomac River, Md.

Boundaries. Beginning at latitude 38°07'00" N., longitude 76°24'30" W.; to latitude 37°53'10" N., longitude 76°14'00" W.; thence along the south shore of the Potomac River to latitude 37°59'20" N., longitude 76° 26'30" W.; to latitude 38°05'40" N., longitude 76°33'32" W.; to latitude 38°07'25" N., longitude 76°30'45" W.; to latitude 38°07'00" N., longitude 76°28'30" W.; to the point of beginning.
Designated altitude. Unlimited.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS, Patuxent River, Md.

AMENDMENTS On publ. (11/24/62) 27 F.R. 11533 (Added); 1/26/63 28 F.R. 19-23 (Rerun);

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. The area within a 3-mile radius of Lat. 41°43'30" N, Long. 70°32'30" W, excluding the portion SE of a line between Lat. 41°40'54" N, Long. 70°32'52" W, and Lat. 41°44'17" N, Long. 70°29'11" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commanding Officer, Camp Edwards, Mass.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

R-4103 **Falmouth, Mass. (Otis AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 039° radial of the Otis AFB VOR extending from 5 miles NE of the airbase (Lat. 41°38'54" N, Long. 70°31'12" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,130 feet MSL to 15,130 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.
2,130 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.
2,130 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.
6,130 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.
10,130 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.
15,130 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.
19,130 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commander, Otis AFB, Mass.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

R-4104 **Nashawena, Mass.**

Boundaires. A circular area with a 1.5-nautical mile radius centered at Lat. 41°27'06" N, Long. 70°54'10" W.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. 0700 to 2400 e.s.t., October 1 through June 30 annually.
Controlling agency. Federal Aviation Agency, Quonset Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

R-4105 **No Man's Land Island, Mass.**

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. 0700 to 2400 EST.
Controlling agency. Federal Aviation Agency, Quonset Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

R-4106 **North Eastham, Mass.**

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. 0800 to 2400 EST.
Controlling agency. Federal Aviation Agency, Otis Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

R-4108 **Chicopee Falls, Mass. (Westover AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 046° radial of the Westover AFB TACAN, extending from 5 miles NE of the airbase (Lat. 42°11'40" N, Long. 72°32'15" W) to 32 miles NE of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,200 feet MSL to 15,200 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase.
2,200 feet MSL to flight level 240 from 6 to 7 miles NE of the airbase.
2,200 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.
6,200 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.
10,200 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.
15,200 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.
19,200 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.
Time of designation. Continuous.
Using agency. Westover AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-25 (Rerun);

§ 73.42 Michigan

R-4201 Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W: to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.

Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31; Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.

Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31; sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.

Using agency. Adjutant General, State of Michigan, Lansing, Mich.

Controlling agency. Federal Aviation Agency, Traverse City Flight Service Station.

AMENDMENTS On publ.(11/17/62) 27 F.R. 11343 (Changed); 1/26/63 28 F.R. 19-26 (Rerun);

R-4202 Lake Margrethe, Mich.

Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W.; to latitude 44°36'45" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°50'00" W.; to latitude 44°35'00" N., longitude 84°51'00" W.; to the point of beginning.

Designated altitudes. Surface to 8,200 feet MSL.

Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.

Using agency. Adjutant General, State of Michigan, Lansing, Mich.

AMENDMENTS On publ. (9/5/62) 27 F.R. 8826 (Rewritten); 1/26/63 28 F.R. 19-26 (Rerun);

R-4203 Mount Clemens, Mich. (Selfridge AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 336° radial of the Selfridge AFB VOR extending from 5 miles NW of the airbase (Lat. 42°36'50" N, Long. 82°50'05" W) to 32 miles NW of the airbase, having a width of 1 mile W and 3 miles E of the 336° radial at the beginning and a width of 2.3 miles on either side of 336° radial at the outer extremity.

Designated altitudes:

2,600 feet MSL to 15,600 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
2,600 feet MSL to flight level 246 from 6 to 7 miles NW of the airbase.
2,600 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
6,600 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
10,600 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
15,600 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
19,600 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Selfridge AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-26 (Rerun);

R-4204 Oscoda, Mich. (Wurtsmith AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 266° radial of the Wurtsmith AFB VOR, extending from 5 miles W of the airbase (Lat. 44°27'05" N, Long. 83°23'40" W) to 32 miles W of the airbase, having a width of 1 mile N and 2.3 miles S of the 266° radial at the beginning and a width of 2.3 miles on either side of the 266° radial at the outer extremity.

Designated altitudes:

2,600 feet MSL to 15,600 feet MSL from 5 miles W of the airbase to 6 miles W of the airbase.
2,600 feet MSL to flight level 246 from 6 to 7 miles W of the airbase.
2,600 feet MSL to flight level 270 from 7 to 10 miles W of the airbase.
6,600 feet MSL to flight level 270 from 10 to 15 miles W of the airbase.
10,600 feet MSL to flight level 270 from 15 to 20 miles W of the airbase.
15,600 feet MSL to flight level 270 from 20 to 25 miles W of the airbase.
19,600 feet MSL to flight level 270 from 25 to 32 miles W of the airbase.

Time of designation. Continuous.

Using agency. Wurtsmith AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-26 (Rerun);

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 149° radial of the Kincheloe AFB VOR, extending from 7 miles SE of the VOR to 34 miles SE of the VOR, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

2,800 feet MSL to 15,800 feet MSL from 7 miles SE of the VOR to 8 miles SE of the VOR.
2,800 feet MSL to flight level 248 from 8 to 9 miles SE of the VOR.
2,800 feet MSL to flight level 270 from 9 to 12 miles SE of the VOR.
6,800 feet MSL to flight level 270 from 12 to 17 miles SE of the VOR.
10,800 feet MSL to flight level 270 from 17 to 22 miles SE of the VOR.
15,800 feet MSL to flight level 270 from 22 to 27 miles SE of the VOR.
19,800 feet MSL to flight level 270 from 27 to 34 miles SE of the VOR.

Time of designation. Continuous.

Using agency. Kincheloe AFB Control Tower.

AMENDMENTS 1/26/63 28 F.R. 19-26 (Rerun);

PENDING AMENDMENT

R-4205 Sault Ste. Marie, Mich. (Kincheloe AFB); Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 46° 11' 57" N., longitude 84° 25' 46" W., the area centered on a bearing therefrom of 150°, extending to a point 30 nmi SE, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:

Surface to flight level 270 from the point of beginning to 3 nmi SE.
2,000 feet MSL to flight level 270 from 3 to 5 nmi SE of the point of beginning.
4,000 feet MSL to flight level 270 from 5 to 9 nmi SE of the point of beginning.
8,000 feet MSL to flight level 270 from 9 to 15 nmi SE of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi SE of the point of beginning.
19,000 feet MSL to flight level 270 from 24 to 30 nmi SE of the point of beginning.

Time of designation. Continuous.

Using agency. Kincheloe AFB Approach Control.

3/5/64 29 F. R. 4 (Rewritten); F. R. Correction 29 F. R. 176

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'24" N., longitude 82°31'18" W.; along the United States-Canadian Border to latitude 44°31'00" N., longitude 82°19'54" W.; to latitude 44°27'42" N., longitude 82°47'08" W.; to the point of beginning.

Designated altitudes. Surface to flight level 450.

Time of designation. 0600 to 2200 e.s.t., April 1 through October 31; 0800 to 1600 e.s.t. Thursday through Sunday, November 1 through March 31.

Controlling Agency. Federal Aviation Agency, Minneapolis ARTC Center.

Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

AMENDMENTS On Publ. (8/10/61) 26 F. R. 7197 (Rewritten); 11/15/62 27 F.R. 9316 (Rewritten);
1/26/63 28 F.R. 19-26 (Rerun); 9/19/63 28 F. R. 9200 (Changed);

PENDING AMENDMENT

R-4208 Marquette, Mich. (K. I. Sawyer AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 46° 24' 13" N., longitude 87° 23' 04" W., the area centered on a bearing therefrom of 009°, extending to a point 30 nmi, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:

Surface to flight level 270 from the point of beginning to 3 nmi N.
3,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
4,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
6,000 feet MSL to flight level 270 from 6 to 9 nmi N of the point of beginning.
9,000 feet MSL to flight level 270 from 9 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 24 nmi N of the point of beginning.
20,000 feet MSL to flight level 270 from 24 to 30 nmi N of the point of beginning.

Time of designation. Continuous.

Using agency. K. I. Sawyer AFB Approach Control.

3/5/64 29 F. R. 4 (Added);

§ 73.43 Minnesota

R-4301 Camp Ripley, Minn.

Boundaries. Beginning at latitude 46°18'54" N., longitude 94°29'02" W.; thence along the S bank of the Crow Wing River and the W bank of the Mississippi River to latitude 46°06'22" N., longitude 94°21'10" W.; to latitude 46°06'22" N., longitude 94°26'06" W.; to latitude 46°08'39" N., longitude 94°26'06" W.; to latitude 46°08'39" N.; to longitude 94°30'00" W.; to latitude 46°18'18" N., longitude 94°30'00" W.; to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. May 1 through November 1.

Using agency. Adjutant General, State of Minnesota, St. Paul, Minn.

AMENDMENTS 1/10/63 27 F.R. 11406 (Rewritten); 1/26/63 28 F.R. 19-27 (Rerun); On Publ: 2/28/63 28 F.R. 1867 (Changed);

R-4304 Upper Red Lake, Minn.

Boundaries. Beginning at Lat. 48°23'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 94°40'00" W; to Lat. 48°13'00" N, Long. 95°00'00" W; to Lat. 48°23'00" N, Long. 95°00'00" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation. 0700 to 1700 c.s.t., May 1 through October 31.

Using agency. Commanding Officer, NAS Minneapolis, Minn.

AMENDMENTS 1/26/63 28 F.R. 19-27 (Rerun);

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W.; to latitude 47°45'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 90°05'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 500.

Time of designation. 0001 c.s.t. Monday to 2400 c.s.t. Friday.

Controlling agency. Federal Aviation Agency, Minneapolis ARTC Center.

Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

AMENDMENTS 11/15/62 27 F.R. 9316 (Added); 1/26/63 28 F.R. 19-27 (Rerun);

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N., longitude 89°11'03" W.; to latitude 31°11'48" N., longitude 89°00'00" W.; to latitude 31°10'15" N., longitude 88°56'34" W.; to latitude 31°09'10" N., longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N., longitude 88°59'24" W.; to latitude W.; to latitude 31°04'36" N., longitude 89°11'03" W.; to point of beginning.

Designated altitudes and time of designation. Surface to 23,000 feet MSL, 0600 to 2400 c.s.t. daily, June 1 through August 31; surface to 14,000 feet MSL, 0600 to 2400 c.s.t. Saturdays and Sundays, from March 1 through May 31; surface to 3,500 feet MSL, sunrise to sunset, for use by the United States Air Force as published in NOTAMs by the using agency at least 48 hours in advance of activation, such activation not to exceed three weeks in any quarter year.

Using agency. Adjutant General, State of Mississippi, Jackson, Mississippi.

AMENDMENTS 11/15/62 27 F.R. 10093 (Rewritten); 1/26/63 28 F.R. 19-28 (Rerun);
AMENDMENTS 6/21/63 28 F. R. 5153 (Rewritten);

§ 73.45 Missouri

R-4501 Fort Leonard Wood, Mo.

Boundaries. Beginning at Lat. 37°48'15" N, Long. 92°02'00" W; to Lat. 37°43'00" N, Long. 92°02'00" W; to Lat. 37°42'00" N, Long. 92°06'00" W; to Lat. 37°38'30" N, Long. 92°06'00" W; to Lat. 37°36'30" N, Long. 92°11'00" W; to Lat. 37°36'15" N, Long. 92°15'30" W; to Lat. 37°40'30" N, Long. 92°15'30" W; to Lat. 37°42'00" N, Long. 92°14'30" W; to Lat. 37°48'15" N, Long. 92°04'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 1/26/63 28 F.R. 19-28 (Rerun);

R-4502 Grandview, Mo. (Richards-Gebaur AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the Richards-Gebaur AFB ILS localizer S course, extending from 5 miles S of the airbase (Lat. 38°50'50" N, Long. 94°33'20" W) to 32 miles S of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:
3,100 feet MSL to 16,100 feet MSL from 5 miles S of the airbase to 6 miles S of the airbase.
3,100 feet MSL to flight level 251 from 6 to 7 miles S of the airbase.
3,100 feet MSL to flight level 270 from 7 to 10 miles S of the airbase.
7,100 feet MSL to flight level 270 from 10 to 15 miles S of the airbase.
11,100 feet MSL to flight level 270 from 15 to 20 miles S of the airbase.
16,100 feet MSL to flight level 270 from 20 to 25 miles S of the airbase.
20,100 feet MSL to flight level 270 from 25 to 32 miles S of the airbase.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Olathe Approach Control, Olathe, Kansas.
Using agency. Commander, Richards-Gebaur AFB, Mo.

AMENDMENTS 1/26/63 28 F.R. 19-28 (Rerun);

§ 73.46 Montana

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 299° radial of the Glasgow AFB TACAN, extending from 5 miles NW of the airbase (Lat. 48°25'10" N, Long. 106°31'30" W) to 30 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:
4,800 feet MSL to 17,800 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
4,800 feet MSL to flight level 268 from 6 to 7 miles NW of the airbase.
4,800 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
8,800 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
12,800 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
17,800 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
21,800 feet MSL to flight level 270 from 25 to 30 miles NW of the airbase.

Time of designation. Continuous.
Using agency. Glasgow AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

PENDING AMENDMENT

R-4601 Glasgow, Mont. (Glasgow AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at latitude 48° 26' 53" N., longitude 106° 35' 30" W., the area centered on the 299° radial of Glasgow AFB TACAN, extending to a point 30 nmi NW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes. Surface to flight level 270 from the point of beginning to 3 nmi NW.
4,000 feet MSL to flight level 270 from 3 to 4 nmi NW of the point of beginning.
5,000 feet MSL to flight level 270 from 4 to 6 nmi NW of the point of beginning.
7,000 feet MSL to flight level 270 from 6 to 11 nmi NW of the point of beginning.
12,000 feet MSL to flight level 270 from 11 to 15 nmi NW of the point of beginning.
15,000 feet MSL to flight level 270 from 15 to 20 nmi NW of the point of beginning.
18,000 feet MSL to flight level 270 from 20 to 25 nmi NW of the point of beginning.
21,000 feet MSL to flight level 270 from 25 to 30 nmi NW of the point of beginning.

Time of designation. Continuous.
Using agency. Glasgow AFB Approach Control.
3/5/64 28 F. R. 14491 (Rewritten);

§ 73.47 Nebraska

R-4701 Sioux Ordnance Depot, Nebr.

Boundaries. A circular area with a 2,400 foot radius centered at latitude 41°15'13" N., longitude 103°04'50" W.

Designated altitudes. Surface to 7,400 feet MSL.
Time of designation. 0900 to 2100 MST, Monday through Friday.
Using agency. Commanding Officer, Sioux Ordnance Depot, Sidney, Nebr.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

§ 73.48 Nevada

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.

Designated altitudes. Surface to 8,000 feet MSL.

Time of designation. Monday through Saturday.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, California.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4803 Fallon, Nev.

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.

Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.

Time of designation. Continuous, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4804 Twin Peaks, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. Continuous, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F. R. 19-29 (Rerun);

R-4805 Sahwave Mountains, Nev.

Boundaries. Beginning at Lat. 40°40'00" N, Long. 118°49'00" W; to Lat. 40°04'00" N, Long. 118°49'00" W; to Lat. 40°00'00" N, Long. 118°57'00" W; to Lat. 40°00'00" N, Long. 119°13'00" W; to Lat. 40°40'00" N, Long. 119°13'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 550.

Time of designation. One hour before sunrise to 1 hour after sunset, Monday through Friday.

Controlling agency. Federal Aviation Agency, Oakland ARTC Center.

Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4806 Las Vegas, Nev.

Boundaries. Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°42'00" W.; to latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.: to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to the point of beginning.

Designated altitudes. Unlimited Monday through Saturday, Sunday from 13,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.

Using agency. Commander, Nellis AFB, Nev.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4807 Tonopah, Nev.

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°26'30" N., longitude 117°04'30" W.; to latitude 37°53'00" N., longitude 117°01'00" W.; to latitude 37°53'00" N., longitude 116°55'00" W.; to latitude 37°47'00" N., longitude 116°55'00" W.; to latitude 37°33'00" N., longitude 116°43'00" W.; to latitude 37°33'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to the point of beginning.
Designated altitudes. Unlimited Monday through Saturday. Sunday from 13,000 feet MSL to unlimited.
Time of designation. Continuous.
Using agency. Commander, Nellis AFB, Nev.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06"00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

R-4810 Desert Mountains, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.
Designated altitudes. Surface to flight level 300.
Time of designation. One hour prior to sunrise to one hour after sunset, Monday through Friday.
Controlling agency. Federal Aviation Agency, Oakland ARTC Center.
Using agency. Commander, Naval Air Bases, 12th Naval District, Alameda, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-29 (Rerun);

§ 73.49 New Hampshire

R-4901 Isle of Shoals, N. H.

Boundaries. Beginning at Lat. 42°59'54" N, Long. 70°38'21" W; to Lat. 43°02'21" N, Long. 70°37'14" W; to Lat. 43°01'30" N, Long. 70°33'49" W; to Lat. 42°59'03" N, Long. 70°35'00" W; to the point of beginning.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Using agency. Commander, Fleet Air Detachment, NAS Brunswick, Maine.

AMENDMENTS 1/26/63 28 F.R. 19-30 (Rerun);

§ 73.50 New Jersey

R-5001 Fort Dix, N. J.

Boundaries. Beginning at Lat. 40°02'45" N, Long. 74°27'00" W; to Lat. 39°58'45" N, Long. 74°25'40" W; to Lat. 39°58'45" N, Long. 74°31'25" W; to Lat. 39°59'15" N, Long. 74°33'30" W; to Lat. 40°01'53" N, Long. 74°33'30" W; to Lat. 40°02'45" N, Long. 74°32'30" W; to the point of beginning.
Designated altitudes. Surface to 8,000 feet MSL east of and surface to 4,000 feet MSL west of a line drawn from Lat. 40°02'45" N, Long. 74°31'25" W; to Lat. 39°58'45" N, Long. 74°31'25" W.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commanding General, Fort Dix, N. J.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5002 Warren Grove, N. J.

Boundaries. Beginning at Lat. 39°46'10" N, Long. 74°20'14" W; to Lat. 39°43'25" N, Long. 74°17'37" W; to Lat. 39°38'45" N, Long. 74°23'40" W; to Lat. 39°39'50" N, Long. 74°25'52" W; to Lat. 39°43'58" N, Long. 74°24'13" W; to the point of beginning.
Designated altitudes. Surface to 9,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5003 Wrightstown, N. J. (McGuire AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 226° radial of the McGuire VOR, extending from 5 miles SW of the airbase (Lat. 40°00'55" N, Long. 74°35'25" W) to 32 miles SW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,100 feet MSL to 15,100 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.
2,100 feet MSL to flight level 241 from 6 to 7 miles SW of the airbase.
2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.
6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.
10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.
15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.
19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.
Time of designation. Continuous.
Using agency. McGuire AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

§ 73.51 New Mexico

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106°21'36" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5103A McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°00'15" N., longitude 105°56'40" W.; to latitude 32°00'30" N., longitude 106°10'25" W.; to latitude 32°05'20" N., longitude 106°09'20" W.; to latitude 32°06'00" N., longitude 106°15'30" W.; along the Southern Pacific Railroad to latitude 32°28'00" N., longitude 106°02'00" W.; to latitude 32°27'40" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to the point of beginning, excluding that airspace within a two nautical mile radius of latitude 32°39'40" N., longitude 105°40'00" W.; from the surface to 1,500 feet above the surface.

Designated altitude. Surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 8/23/62 27 F.R. 6543 (Added); On Publ: 12/28/62 27 F.R. 12815 (Rewritten);
1/26/63 28 F.R. 19-31 (Rerun);
AMENDMENTS 6/22/63 28 F.R. 5019 (Changed);

R-5103B McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°35'00" N., longitude 105°30'00" W.; to the point of beginning.

Designated altitudes. 20,000 feet MSL to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 8/23/62 27 F.R. 6543 (Added); 1/26/63 28 F.R. 19-31 (Rerun);
AMENDMENTS 6/22/63 28 F.R. 5019 (Changed);

R-5104 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N., longitude 103°40'00" W; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to point of beginning.

Designated altitudes, Surface to 23,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5105 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W.; to latitude 34°39'00" N., longitude 103°40'00" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5106 Orogrande, N. Mex.

Boundaries. Beginning at latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°27'40" N., longitude 106°00'00" W.; to latitude 32°28'00" N., longitude 106°02'00" W.; along the Southern Pacific Railroad to latitude 32°06'15" N., longitude 106°15'15" W.; to latitude 32°06'30" N., longitude 106°17'15" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to the point of beginning.

Designated altitudes. From 4,000 feet above the surface to unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.

Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 8/23/62 27 F.R. 6543 (Rewritten); 1/26/63 28 F.R. 19-31 (Rerun);
AMENDMENTS 6/22/63 28 F. R. 5019 (Changed);

R-5107A White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°05'00" N., longitude 106°18'20" W.; to latitude 32°05'00" N., longitude 106°29'00" W.; to latitude 32°06'20" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106° 39'00" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°24'00" N., longitude 106°20'36" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

AMENDMENTS 8/23/62 27 F.R. 6541 (Added); 1/26/63 28 F.R. 19-31 (Rerun); 6/22/63 28 F. R. 5019 (Changed);

R-5107B White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 33°44'10" N., longitude 106°04'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°24'00" N., longitude 106°20'36" W.; to latitude 32°19'30" N., longitude 106° 20'36" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 33°53'00" N., longitude 106°44'45" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Holloman AFB, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6542 (Added); 1/26/63 28 F.R. 19-31 (Rerun);

R-5107C White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to latitude 33°53'00" N., longitude 106°44'45" W.; to latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 34°17'00" N., longitude 106°12'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman AFB, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6542 (Added); 1/26/63 28 F.R. 19-31 (Rerun);

R-5108 White Sands, N. Mex.

Boundaries. Beginning at latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 33°17'50" N., longitude 106°51'00" W.; thence clockwise along the arc of a 33.5 mile radius circle centered at latitude 33°46' 45" N., longitude 106°46'00" W.; to point of beginning.
Designated altitude. 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman AFB, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun);

R-5109A White Sands, N. Mex.

Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106° 04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Using agency. Commander, Holloman Air Force Base, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6381 (Added); 1/26/63 28 F.R. 19-31 (Rerun);

R-5109B White Sands, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 34°17'00" N., longitude 105°51'00" W.; to latitude 33°57'00" N., longitude 105°27'00" W.; to latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Holloman Air Force Base, New Mexico.

AMENDMENTS 8/23/62 27 F.R. 6381 (Added); 1/26/63 28 F.R. 19-31 (Rerun);

R-5110 McGregor, N. Mex.

Boundaries. Beginning at latitude 33°13'00" N., longitude 105°17'35" W.; thence counterclockwise along the arc of a 45-mile radius circle centered at Walker AFB, Roswell, N. Mex. (latitude 33°18'00" N., longitude 104°31'20" W.), to latitude 32°52'30" N., longitude 105°06'55" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105°30'00" W.; to latitude 32°45'00" N., longitude 105° 27'00" W.; to latitude 33°13'00" N., longitude 105°27'00" W.; to point of beginning.
Designated altitudes. 31,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Tex.

AMENDMENTS 1/26/63 28 F.R. 19-31 (Rerun); 6/22/63 28 F.R. 5019 (Changed);

R-5111 Elephant Butte, New Mexico.

Boundaries. Beginning at latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°21'00" N., longitude 107°08'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico

AMENDMENTS 8/1/63 28 F. R. 6495 (Added);

R-5112 Magdalena, New Mexico.

Boundaries. Beginning at latitude 34°33'00" N., longitude 107°41'00" W.; to latitude 34°30'00" N., longitude 107°25'00" W.; to latitude 34°16'00" N., longitude 107°17'00" W.; to latitude 34°02'00" N., longitude 107°28'00" W.; to latitude 33°53'00" N., longitude 107°55'00" W.; to latitude 33°54'00" N., longitude 108°10'00" W.; to latitude 34°09'00" N., longitude 108°18'00" W.; to latitude 34°25'00" N., longitude 108° 03'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 8/1/63 28 F. R. 6495 (Added);

PENDING AMENDMENT

R-5114 Fort Wingate. New Mexico.

Boundaries. Beginning at latitude 35°27'00" N., longitude 108°35'00" W.: to latitude 35°11'00' N. longitude 108°13'00" W.: to latitude 35°04'40" N., longitude 108°24'00" W.; to latitude 35°24'00" N . longitude 108°38'00" W.: to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous, February 1, 1964, through March 1, 1964.
Controlling agency. Federal Aviation Agency, Albuquerque ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico
2/1/64 28 F. R. 14310 (Added);

§ 73.52 New York

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25' 00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44° 06'44" N, Long. 75°43'54" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL, May 1 through October 31; surface to 20,000 feet MSL, November 1 through April 30.
Time of designation. Continuous.
Using agency. Commanding Officer, Camp Drum, N. Y.

AMENDMENTS On publ. (11/7/62) 27 F.R. 10828 (Changed); 1/26/63 28 F.R. 19-34 (Rerun);

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72° 08'50" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. 0800 to 1800 EST, Sunday through Friday, and 0800 to 2300 EST, Saturday, April 15 through October 31; 0800 to 2300 EST, Saturday and Sunday, November 1 through April 14.
Controlling agency. Federal Aviation Agency, Quonset Approach Control.
Using agency. Commanding Officer, NAS New York, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-34 (Rerun); 8/22/63 28 F. R. 6829 (Changed);

R-5203 Oswego, N. Y.

Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 320.
Time of designation. Sunrise to sunset, April 1 through December 31.
Using agency. Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y., Phone: BUtler 5-6691, Extension 497.

AMENDMENTS 1/26/63 28 F.R. 19-34 (Rerun); On publ. 2/28/63 28 F.R. 1867 (Changed);

R-5204 Rome, N. Y. (Griffiss AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 138° radials and 318° radials of the Griffiss AFB VOR and the 318° radial of the Griffiss AFB TACAN, extending from 5 miles NW of the airbase (Lat. 43°14'00" N, Long. 75°24'10" W) to 32 miles NW of the airbase, having a width of 1 mile SW of the 138° radial of the VOR and 1 mile NE of the 318° radial of the TACAN at the beginning, expanding uniformly to a width of 2.3 miles SW of the 318° radial of the VOR and 2.3 miles NE of the 318° radial of the TACAN at the outer extremity.
Designated altitudes:
2,500 feet MSL to 15,500 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
2,500 feet MSL to flight level 245 from 6 to 7 miles NW of the airbase.
2,500 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
6,500 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
10,500 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
15,500 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
19,500 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Griffiss Approach Control
Using agency. Commander, Griffiss AFB, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-34 (Rerun);

R-5205 Westhampton Beach, N. Y. (Suffolk AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 039° radial of the Suffolk AFB VOR extending from 5 miles NE of the airbase (Lat. 40°50'40" N, Long. 72°37'45" W) to 32 miles NE of the airbase having a width of 2 miles at the beginning, expanding uniformly to a width of 4.6 miles at the outer extremity
Designated altitudes:
2,100 feet MSL to 15,100 feet MSL from 5 miles NE of the airbase to 6 miles NE of the airbase
2,100 feet MSL to flight level 241 from 6 to 7 miles NE of the airbase.
2,100 feet MSL to flight level 270 from 7 to 10 miles NE of the airbase.
6,100 feet MSL to flight level 270 from 10 to 15 miles NE of the airbase.
10,100 feet MSL to flight level 270 from 15 to 20 miles NE of the airbase.
15,100 feet MSL to flight level 270 from 20 to 25 miles NE of the airbase.
19,100 feet MSL to flight level 270 from 25 to 32 miles NE of the airbase.
Time of designation. Continuous.
Using agency. Suffolk AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-34 (Rerun);

R-5206 West Point, N. Y.

Boundaries. Beginning at Lat. 41°19'40" N, Long. 74°03'33" W; to Lat. 41°19'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 74°00'26" W; to Lat. 41°20'40" N, Long. 73°58'58" W; to Lat. 41°22'40" N, Long. 73°58'58" W; along U. S. Highway No. 9W to Lat. 41°23'08" N, Long. 73°59'42" W; to Lat. 41°23'08" N, Long. 74°00'00" W; along New York State Highway No. 293 to Lat. 41°20'40" N, Long. 74°03'33" W; to the point of beginning.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation. 0600 to 2400 e.s.t., May 1 through August 31.
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Superintendent, United States Military Academy, West Point, N. Y.

AMENDMENTS 1/26/63 28 F.R. 1/26/63 28 F.R. 19-34 (Rerun); 6/5/63 28 F.R. 4553 (Changed);

§ 73.53 North Carolina

R-5301A Albemarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at latitude 36° 03' 30" N., longitude 76° 20' 00" W., excluding the airspace within R-5301B.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 11/14/63 28 F. R. 11451 (Added);

R-5301B Albemarle Sound, N. C.
Boundaries. A circular area within a 1½-nmi radius centered at latitude 36° 05' 25" N., longitude 76° 18' 30" W.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 11/14/63 28 F. R. 11451 (Added);

R-5302 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°58'44" N, Long. 76°21'34" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5303 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°59'16" N, Long. 76°15'58" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5304 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'05" N, Long. 76°10'54" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5305 Albermarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°00'33" N, Long. 76°05'58" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5306A Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16' 40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34° 45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76° 56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09' 00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.
Designated altitudes. Surface to flight level 350.
Time of designation. Continuous.
Using agency. Commanding General Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5306B Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09'00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15'50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.
Designated altitudes. Surface to flight level 290.
Time of designation. Continuous.
Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5306C Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'00" N, Long. 77°22'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°40'20" N, Long. 77°28'10" W; thence to point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5307 Cherry Point, N. C.

Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°39'10" N, Long. 77°20'50" W; to Lat. 34°42'00" N, Long. 77°24'50" W; to Lat. 34°40'20" N, Long. 77°28'10" W; to Lat. 34°37'25" N, Long. 77°29'00" W; to Lat. 34°41'45" N, Long. 77°40'00" W; to Lat. 35°20'30" N, Long. 77°28'45" W; to Lat. 35°44'25" N, Long. 77°12'00" W; thence to point of beginning.
Designated altitudes. Flight level 350 to flight level 550.
Time of designation. Sunset to sunrise.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5308 Currituck Sound, N. C.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 36°12'15" N, Long. 75°45'57" W.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5309 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°25'24" N, Long. 75°50'09" W.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5310 Currituck Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 36°10'28" N, Long. 75°45'04" W.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5311 **Fort Bragg, N. C.**

Boundaries. Beginning at latitude 35°10'46" N., longitude 79°01'56" W.; to latitude 35°08'47" N., longitude 79°02'00" W.; to latitude 35°07'00" N., longitude 79°02'30" W.; to latitude 35°05'35" N., longitude 79° 01°50" W.; to latitude 35°02'55" N., longitude 79°05'40" W.; to latitude 35°02'45" N., longitude 79°20'10" W.; to latitude 35°07'05" N., longitude 79°22'50" W.; to latitude 35°09'40" N., longitude 79°20'10" W.; thence along Little River to point of beginning.
Designated altitude. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Bragg, N. C.

AMENDMENTS 11/15/62 27 F.R. 9810 (Rewritten); 1/26/63 28 F.R. 19-35 (Rerun);

R-5312 **Goldsboro, N. C. (Seymour-Johnson AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area based on the 228° radial of the Seymour-Johnson AFB TACAN extending from 5 miles SW of the TACAN to 32 miles SW of the TACAN, having a width of 1 mile SE and 2.3 miles NW of the 228° radial at the beginning and a width of 2.3 miles either side of the 228° radial at the outer extremity.
Designated altitudes:
2,100 feet MSL to 15,000 feet MSL from 5 miles SW of the TACAN to 6 miles SW of the TACAN.
2,100 feet MSL to flight level 240 from 6 to 7 miles SW of the TACAN.
2,100 feet MSL to flight level 270 from 7 to 10 miles SW of the TACAN.
6,100 feet MSL to flight level 270 from 10 to 15 miles SW of the TACAN.
10,100 feet MSL to flight level 270 from 15 to 20 miles SW of the TACAN.
15,100 feet MSL to flight level 270 from 20 to 25 miles SW of the TACAN.
19,100 feet MSL to flight level 270 from 25 to 32 miles SW of the TACAN.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Raleigh-Durham, N. C., Approach Control.
Using agency. Commander, Seymour-Johnson AFB, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

R-5313 **Long Shoal Point, N. C.**

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-35 (Rerun);

§ 73.54 **North Dakota**

R-5402 **Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 001° radial of the Grand Forks AFB TACAN extending from 5 miles N of the airbase (Lat. 47°57'40" N, Long. 97°24'05" W) to 32 miles N of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes:
2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airbase.
2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airbase.
10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.
15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.
19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.
Time of designation. Continuous.
Using agency. Grand Forks AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);
PENDING AMENDMENT
R-5402 **Grand Forks, N. Dak. (Grand Forks AFB), Restricted Area/Military Climb Corridor**
Boundaries. From a point of beginning at latitude 48°•00' 43" N., longitude 97° 24' 03" W., the area centered on the 001° radial of the Grand Forks AFB TACAN, extending to a point 30 nmi N, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.
Designated altitudes:
Surface to 19,000 feet MSL from the point of beginning to 1 nmi N.
Surface to flight level 270 from 1 to 3 nmi N of the point of beginning.
2,000 feet MSL to flight level 270 from 3 to 4 nmi N of the point of beginning.
3,000 feet MSL to flight level 270 from 4 to 6 nmi N of the point of beginning.
5,000 feet MSL to flight level 270 from 6 to 11 nmi N of the point of beginning.
10,000 feet MSL to flight level 270 from 11 to 15 nmi N of the point of beginning.
14,000 feet MSL to flight level 270 from 15 to 19 nmi N of the point of beginning.
17,000 feet MSL to flight level 270 from 19 to 25 nmi N of the point of beginning.
20,000 feet MSL to flight level 270 from 25 to 30 nmi N of the point of beginning.
Time of designation. Continuous.
Using agency. Grand Forks AFB Approach Control.
3/5/64 29 F. R. 3 (Rewritten);

R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 308° radial of the Minot AFB TACAN extending from 5 miles NW of the airbase (Lat. 48°25'18" N, Long. 101°22'08" W) to 32 miles NW of the airbase, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:

3,650 feet MSL to 16,650 feet MSL from 5 miles NW of the airbase to 6 miles NW of the airbase.
3,650 feet MSL to flight level 257 from 6 to 7 miles NW of the airbase.
3,650 feet MSL to flight level 270 from 7 to 10 miles NW of the airbase.
7,650 feet MSL to flight level 270 from 10 to 15 miles NW of the airbase.
11,650 feet MSL to flight level 270 from 15 to 20 miles NW of the airbase.
16,650 feet MSL to flight level 270 from 20 to 25 miles NW of the airbase.
20,650 feet MSL to flight level 270 from 25 to 32 miles NW of the airbase.

Time of designation. Continuous.

Using agency. Minot AFB Approach Control.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);

PENDING AMENDMENT

R-5403 Minot, N. Dak. (Minot AFB), Restricted Area/Military Climb Corridor.

Boundaries. From a point of beginning at Latitude 48° 26' 42" N., Longitude 101° 25' 13" W., the area centered on the 308° radial of the Minot AFB TACAN, extending to a point 30 nmi NW, having a width of 1 nmi at the beginning and expanding uniformly to a width of 6 nmi at the outer extremity.

Designated altitudes:

Surface to 19,000 feet MSL from the point of beginning to 1 nmi NW.
Surface to flight level 270 from 1 to 3 nmi NW of the point of beginning.
3,000 feet MSL to flight level 270 from 3 to 4 nmi NW of the point of beginning.
4,000 feet MSL to flight level 270 from 4 to 6 nmi NW of the point of beginning.
6,000 feet MSL to flight level 270 from 6 to 14 nmi NW of the point of beginning.
14,000 feet MSL to flight level 270 from 14 to 22 nmi NW of the point of beginning.
19,000 feet MSL to flight level 270 from 22 to 30 nmi NW of the point of beginning.

Time of designation. Continuous.

Using agency. Minot AFB Approach Control.

3/5/64 29 F. R. 3 (Rewritten);

§ 73.55 Ohio

R-5501 Columbus, Ohio (Lockbourne AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 218° radial of the Appleton, Ohio, VORTAC extending from 5 miles SW of the Lockbourne AFB (Lat. 39°48'51" N, Long. 82°55'56" W) to 32 miles SW of the airbase, having a width of 5.1 miles at the beginning and expanding uniformly to a width of 8.6 miles at the outer extremity.

Designated altitudes:

2,750 feet MSL to 15,750 feet MSL from 5 miles SW of the airbase to 6 miles SW of the airbase.
2,750 feet MSL to flight level 248 from 6 to 7 miles SW of the airbase.
2,750 feet MSL to flight level 270 from 7 to 10 miles SW of the airbase.
6,750 feet MSL to flight level 270 from 10 to 15 miles SW of the airbase.
10,750 feet MSL to flight level 270 from 15 to 20 miles SW of the airbase.
15,750 feet MSL to flight level 270 from 20 to 25 miles SW of the airbase.
19,750 feet MSL to flight level 270 from 25 to 32 miles SW of the airbase.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Columbus Approach Control.

Using agency. Commander, Lockbourne AFB, Ohio.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);

R-5502 Lacarne, Ohio.

Boundaries. Beginning at Lat. 41°50'39" N, Long. 83°08'47" W; to Lat. 41°35'41" N, Long. 82°54'24" W; to Lat. 41°31'39" N, Long. 83°01'30" W; to Lat. 41°31'40" N, Long. 83°03'00" W; to Lat. 41°37'38" N, Long. 83°11'12" W; to Lat. 41°39'30" N, Long. 83°15'15" W; to Lat. 41°45'30" N, Long. 83°19'45" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Cleveland ARTC Center.

Using agency. Commanding Officer, Erie Ordnance Depot, Lacarne, Ohio.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);

R-5503 **Wilmington, Ohio**

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02'00" W; to Lat. 38°58'30" N, Long. 84°05'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);

R-5504 **Wilmington, Ohio**

Boundaries. Beginning at Lat. 39°30'00" N, Long. 83°02'00" W; to Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to Lat. 39°15'45" N, Long. 84°05'00" W; to Lat. 39°30'00" N, Long. 83°47'00" W; to the point of beginning, excluding the portion that coincides with R-5501.

Designated altitudes. 3,000 feet MSL to flight level 600.

Time of designation. 0800 to 2200 EST, Monday through Saturday.

Controlling agency. Federal Aviation Agency, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

AMENDMENTS 1/26/63 28 F.R. 19-37 (Rerun);

§ 73.56 **Oklahoma**

R-5601A **Fort Sill, Okla.**

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15 N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98° 26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. Surface to 65,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Sill, Oklahoma.

AMENDMENTS On Publ. (12/6/62) 27 F.R. 12057 Added; 1/26/63 28 F.R. 19-38 (Rerun);

R-5601B **Fort Sill, Okla.**

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.

Designated altitude. Surface to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Agency, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

AMENDMENTS On publ. (12/6/62) 27 F.R. 12057 (Added); 1/26/63 28 F.R. 19-38 (Rerun);

§ 73.57 Oregon

R-5701 Boardman Oreg.

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W., surface to flight level 450; within 3 nautical miles either side of the 093° and 263° bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of the 256° radial of the Pendleton, Oreg., VOR, 20,000 feet MSL to flight level 450; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 12/13/62 27 F.R. 10363 (Rewritten); 1/26/63 28 F.R. 19-39 (Rerun);

R-5702 Klamath Falls, Oreg. (Kingsley Field), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 325° radial of the Klamath Falls VORTAC extending from 10 miles NW of the airport (Lat. 42°09'25" N, Long. 121°43'55" W) to 32.5 miles NW of the airport, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 4.5 miles at the outer extremity.

Designated altitudes:
6,100 feet MSL to 19,100 feet MSL from 10 miles NW of the airport to 11 miles NW of the airport.
6,100 feet MSL to flight level 270 from 11 to 15 miles NW of the airport.
10,100 feet MSL to flight level 270 from 15 to 20 miles NW of the airport.
14,100 feet MSL to flight level 270 from 20 to 25 miles NW of the airport.
19,100 feet MSL to flight level 270 from 25 to 30 miles NW of the airport.
23,100 feet MSL to flight level 270 from 30 to 32.5 miles NW of the airport.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Klamath Falls Approach Control.
Using agency. Commander, 322nd Fighter Intercepter Squadron, Kingsley Field, Oreg.

AMENDMENTS 1/26/63 28 F.R. 19-39 (Rerun);

R-5703 Portland, Oreg. (Portland International Airport), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the back course of the Portland ILS localizer, extending from 5 miles SE of the airport (Lat. 45°35'11" N, Long. 122°35'53" W) to 32 miles SE of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.

Designated altitudes:
2,000 feet MSL to 15,000 feet MSL from 5 miles SE of the airport to 6 miles SE of the airport.
2,000 feet MSL to flight level 240 from 6 to 7 miles SE of the airport.
2,000 feet MSL to flight level 270 from 7 to 10 miles SE of the airport.
6,000 feet MSL to flight level 270 from 10 to 15 miles SE of the airport.
10,000 feet MSL to flight level 270 from 15 to 20 miles SE of the airport.
15,000 feet MSL to flight level 270 from 20 to 25 miles SE of the airport.
19,000 feet MSL to flight level 270 from 25 to 32 miles SE of the airport.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Portland Approach Control.
Using agency. Commander, 406th Fighter Interceptor Squadron, Portland, Oreg.

AMENDMENTS 1/26/63 28 F.R. 19-39 (Rerun);

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°31'30" W.; to latitude 45°52'00" N., longitude 119°30'00" W.; to latitude 45°50'00" N., longitude 119°30'00" W.; to latitude 45°50'00" N., longitude 119°31'30" W.; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0800 to 2000 Pst, Monday through Friday.
Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

AMENDMENTS 7/26/62 27 F.R. 4474 (Added); 1/26/63 28 F.R. 19-39 (Rerun);

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. A circular area with a 3,000-foot radius centered at Lat. 39°59'44" N, Long 77°43'55" W.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 0800 to 1600 EST, Monday through Friday
Using agency Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

AMENDMENTS 1/26/63 28 F.R 19-40 (Rerun);

R-5802 Indiantown Gap, Pa

Boundaries. Beginning at latitude 40°28'45" N., longitude 76°35'30" W.; to latitude 40°26'05" N., longitude 76°35'30" W.; to latitude 40°24'55" N., longitude 76°36'55" W.; to latitude 40°23'45" N., longitude 76°43'11" W.; to latitude 40°24'20" N., longitude 76°44'40" W.; to latitude 40°28'45" N., longitude 76°37'40" W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL
Time of designation. Continuous June 1 through August 31; 0800 to 1800 e.s.t. Saturday and Sunday March 1 through May 31; and 0800 to 1800 e.s.t. Saturday and Sunday September 1 through November 30
Controlling agency. Federal Aviation Agency, New York ARTC Center.
Using agency. Commanding General, Second United States Army, Fort Meade, Maryland

AMENDMENTS 1/26/63 28 F.R 19-40 (Rerun); 2/23/63 28 F.R. 485 (Rewritten); On publ 3/12/63 28 F.R. 2355 (Rewritten);

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long 77°44'20" W
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 0800 to 1600 EST, Monday through Friday.
Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa

AMENDMENTS 1/26/63 28 F.R 19-40 (Rerun);

§ 73.59 Rhode Island

AMENDMENTS 1/26/63 28 F.R. 19-40 (Rerun);

§ 73.60 South Carolina

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N Long 80°46'05" W; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL
Time of designation. Continuous.
Using agency. Commanding General, Fort Jackson, S C

AMENDMENTS 1/26/63 28 F.R. 19-40 (Rerun);

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at latitude 33°52'30" N , longitude 80°26'00" W., to latitude 33°45'50" N. longitude 80°25'00" W.; to latitude 33°44'15" N., longitude 80°33'15" W.; to latitude 33°48'00" N. longitude 80°34'00" W.; to latitude 33°52'30" N., longitude 30°30'00" W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Jacksonville ARTC Center
Using agency Commander, Shaw AFB, S. C

AMENDMENTS 1/26/63 28 F.R. 19-40 (Rerun); On publ: 4/5/63 28 F.R. 3327 (Rewritten).

R-6003 Charleston, S. C. (Charleston AFB/Municipal Airport), Restricted Area/Military Climb Corridor.

Boundaires. The area centered on the 147° radial of the Charleston VORTAC extending from 10 miles SE of the VORTAC to 35 miles SE of the VORTAC, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5.5 miles at the outer extremity, excluding the portion which lies outside of the continental United States.

Designated altitudes:
2,000 feet MSL to 15,000 feet MSL from 10 miles SE of the VORTAC to 11 miles SE of the VORTAC
2,000 feet MSL to flight level 240 from 11 to 12 miles SE of the VORTAC
2,000 feet MSL to flight level 270 from 12 to 15 miles SE of the VORTAC
6,000 feet MSL to flight level 270 from 15 to 20 miles SE of the VORTAC
10,000 feet MSL to flight level 270 from 20 miles SE of the VORTAC to the continental limits of the United States.

Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Charleston Approach Control
Using agency Commander, Charleston AFB, S. C.

AMENDMENTS 1/26/63 28 F.R. 19-40 (Rerun)

R-6004 Savannah River Plant, S. C.

Boundaries. Beginning at latitude 33°23'30" N., longitude 81°41'00" W., to latitude 33°23'15" N., longitude 81°29'00" W.; to latitude 33°20'35" N., longitude 81°24'00" W.; to latitude 33°15'00" N., longitude 81°25'10" W.; to latitude 33°08'45" N., longitude 81°22'40" W.; to latitude 33° 04'50" N., longitude 81°32'00" W.; to latitude 33°02'45" N., longitude 81°42'50" W.; to latitude 33°05'20" N., longitude 81°49'00" W.; to latitude 33°16'25" N., longitude 81°50'55" W.; to the point of beginning.

Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Savannah River Plant, Aiken, S. C.

AMENDMENTS Eff. on publ (4/10/63) 28 F.R. 3483 (Added):

§ 73.61 South Dakota

R-6101 Igloo, S. Dak.

Boundaries. Beginning at Lat. 43°12'57" N, Long. 103°58'00" W; to Lat. 43°12'57" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°52'45" W; to Lat. 43°09'11" N, Long. 103°53'10" W; to Lat 43°08'08" N, Long. 103°53'10" W; to Lat. 43°08'08" N, Long. 103°58'00" W; to the point of beginning.

Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. 0700 to 1900 MST, Monday through Friday.
Using agency. Commanding Officer, Black Hills Ordnance Depot, Igloo, S Dak

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun);

§ 73.62 Tennessee

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun);

§ 73.63 Texas

R-6301 Corpus Christi, Tex.

Boundaries. Beginning at latitude 27°46'00" N., longitude 97°02'25" W.; thence three nautical miles from and parallel to the shoreline to latitude 26°42'30" N., longitude 97°16'00" W.; to latitude 26°37'45" N., longitude 97°34'00" W.; to latitude 27°17'30" N., longitude 97°48'30" W., to latitude 27°16'30" N., longitude 97°51'15" W.; to latitude 27°29'00" N., longitude 97°55'15" W., to latitude 27°30'00" N., longitude 97°52'00" W.; counterclockwise along the arc of a two-mile radius circle centered at latitude 27°31'30" N., longitude 97°52'45" W.; to latitude 27°32'40" N., longitude 97°51'00" W.; to latitude 27°33'12" N., longitude 97°51'40" W.; to latitude 27°42'18" N. longitude 97°33'30" W.; counterclockwise along the arc of a three-mile radius circle centered at latitude 27°43'15" N., longitude 97°30'30" W.; to latitude 27°40'30" N., longitude 97°29'40" W.; to latitude 27°47'00" N., longitude 97°20'00" W.; to latitude 27°47'25" N., longitude 97°19'00" W.; to point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Chief of Naval Air Advanced Training, NAS Corpus Christi, Texas

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun); 4/4/63 28 F.R. 2355 (Changed);

R-6302A **Fort Hood, Texas**

Boundaries. Beginning at latitude 31°06'06" N., longitude 97°32'42" W., to latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°10'04" N., longitude 97°41'06" W., to latitude 31°10'39" N. longitude 97°43'19" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°15'10" N., longitude 97°50'45" W., to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°23'31" N., longitude 97°47'45" W., to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48° N., longitude 97°40'32" W., to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N . longitude 97°32'35" W.. to point of beginning
Designated altitude. Surface to 30,000 feet MSL
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, San Antonio ARTC Center
Using agency. Commanding General, Fort Hood, Texas

AMENDMENTS 5/30/63 28 F.R. 4024 (Added); (F.R Correction 28 F.R 4611):

R-6302B **Fort Hood, Texas**

Boundaries. Beginning at latitude 31°08'20" N., longitude 97°39'28" W., to latitude 31°09'03' N., longitude 97°41'18" W.; to latitude 31°09'40" N., longitude 97°41'20" W.; to latitude 31°09'40" N., longitude 97°43'19" W.; to latitude 31°08'45" N., longitude 97°43'30" W.' to latitude 31°09'02" N , longitude 97°45 25" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°10'39" N. longitude 97°43'19" W to latitude 31°10'04" N., longitude 97°41'06" W.' to point of beginning
Designated altitude. Surface to 30,000 feet MSL
Time of designation Continuous.
Controlling agency. Federal Aviation Agency, San Antonio ARTC Center.
Using agency. Commanding General, Fort Hood, Texas

AMENDMENTS 5/30/63 28 F.R 4024 (Added);

R-6302C **Fort Hood, Texas**

Boundaries. Beginning at latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°08'40" N., longitude 97°52'10" W.; to latitude 31°09'15" N., longitude 97°54'30" W.; to latitude 31°15'34" N., longitude 97°54'29" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°15'10" N., longitude 97°50 45" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling Agency. Federal Aviation Agency, San Antonio ARTC Center
Using agency Commanding General, Fort Hood, Texas

AMENDMENTS 5/30/63 28 F.R. 4024 (Added);

R-6303 **Matagorda Island, Tex.**

Boundaries. Beginning at Lat. 28°15'20" N, Long. 96°26'50" W; to Lat. 28°18'55" N, Long. 96°27'45" W; to Lat. 28°20'55" N, Long. 96°29'15" W; to Lat. 28°12'00" N, Long. 96°46'00" W; to Lat. 28°07'00" N, Long. 96°42'00" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Using agency. Commander, Second Air Force, Barksdale AFB, La.

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun);

R-6309 **Big Spring, Tex. (Webb AFB), Restricted Area/Military Climb Corridor.**

Boundaries. The area centered on the 151° radial of the Webb AFB TACAN extending from 14.5 miles SE of the TACAN to 41.5 miles SE of the TACAN, having a width of 3 miles at the beginning and expanding uniformly to a width of 6 miles at the outer extremity.
Designated altitudes.
4,600 feet MSL to 15,600 feet MSL from 14.5 miles SE of the TACAN to 15.5 miles SE of the TACAN.
4,600 feet MSL to flight level 246 from 15.5 to 16.5 miles SE of the TACAN.
4,600 feet MSL to flight level 270 from 16.5 to 19.5 miles SE of the TACAN.
8,600 feet MSL to flight level 270 from 19.5 to 24.5 miles SE of the TACAN.
12,600 feet MSL to flight level 270 from 24.5 to 29.5 miles SE of the TACAN.
17,600 feet MSL to flight level 270 from 29.5 to 34.5 miles SE of the TACAN.
21,600 feet MSL to flight level 270 from 34.5 to 41.5 miles SE of the TACAN.
Time of designation. Continuous.
Using agency. Webb AFB Approach Control

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun);

R-6310 Houston, Tex. (Ellington AFB), Restricted Area/Military Climb Corridor.

Boundaries The area centered on the 223° radial of the Ellington AFB TACAN extending 8 miles SW of the TACAN to 35 miles SW of the TACAN, having a width of 2.5 miles at the beginning and expanding uniformly to a width of 5 miles at the outer extremity.

Designated altitudes.
2,000 feet MSL to 15,000 feet MSL from 8 miles SW of the TACAN to 9 miles SW of the TACAN.
2,000 feet MSL to flight level 240 from 9 to 10 miles SW of the TACAN.
2,000 feet MSL to flight level 270 from 10 to 13 miles SW of the TACAN.
6,000 feet MSL to flight level 270 from 13 to 18 miles SW of the TACAN.
10,000 feet MSL to flight level 270 from 18 to 23 miles SW of the TACAN.
15,000 feet MSL to flight level 270 from 23 to 28 miles SW of the TACAN.
19,000 feet MSL to flight level 270 from 28 to 35 miles SW of the TACAN.

Time of designation. Continuous
Controlling agency. Federal Aviation Agency. Houston Approach Control.
Using agency. Commander, Ellington AFB, Tex.

AMENDMENTS 1/26/63 28 F.R. 19-41 (Rerun);

§ 73.64 Utah

R-6401 Deseret, Utah.

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W; to Lat. 40°15'42" N. 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N, Long. 112°21'01" W; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6402 Dugway Proving Ground, Tooele, Utah.

Boundaries. Beginning at Lat. 40°25'00" N. Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°53'00" W; to Lat. 40°15'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°46'20" W; to Lat. 40°08'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°43'00" W; to Lat. 40°03'00" N, Long. 112°45'20" W; to Lat. 40°01'00" N, Long. 112°45'20" W; to Lat. 40°01'00" N, Long. 112°46'30" W; to Lat. 40°02'00" N. Long. 112°46'30" W; to Lat. 40°02'00" N, Long. 113°14'00" W; to Lat. 40°04'15" N, Long. 113°14'00" W: to Lat. 40°04'15" N. Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°20'30" W; to Lat. 40°15'00" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°14'00" W; to Lat. 40°20'20" N, Long. 113°07'00" W; to Lat. 40°25'00" N, Long. 113°07'00" W; to the point of beginning.

Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Dugway Proving Ground, Tooele, Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6403 Tooele, Utah

Boundaries. Beginning at latitude 40°30'44" N , longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to latitude 40°30'44" N., longitude 112°29'15" W.; to the point of beginning.

Designated altitude. Surface to 9,000 feet MSL.
Time of designation. 0800 to 2000 P.s.t.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6404 Wendover, Utah.

Boundaries. Beginning at Lat. 41°10'40" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°45'00" W; to Lat. 41°00'00" N, Long. 112°56'30" W; to Lat. 40°51'30" N, Long. 112°56'30" W; to Lat. 40°48'30" N, Long. 113°40'00" W; to Lat. 41°15'00" N, Long. 113°43'50" W; to the point of beginning.

Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Salt Lake City ARTC Center.
Using agency. Commander, Ogden Air Materiel Area. Ogden., Utah.

AMENDMENTS 1/26/63 28 F.R 19-42 (Rerun); Eff. on publ. (5/3/63) 28 F.R. 4435 (Changed);

R-6405 **Wendover, Utah.**

Boundaries. Beginning at Lat. 39°55'00" N. Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°40'00" W; to Lat. 39°45'00" N, Long. 112°48'00" W; to Lat. 39°19'00" N. Long. 112°48'00" W; to Lat. 39°18'20" N, Long. 113°01'30" W; to Lat. 39°14'30" N, Long. 113°22'30" W; to Lat. 39°20'40" N. Long. 113°37'30" W; to Lat. 39°17'00" N, Long. 113°48'00" W; to Lat. 39°55'00" N, Long. 113°48'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Using agency. Commander. Hill AFB, Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6406 **Wendover, Utah.**

Boundaries. Beginning at Lat. 40°40'30" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 113°00'00" W; to Lat. 40°25'00" N, Long. 112°53'00" W; to Lat. 40°20'00" N. Long. 112°53'00" W; to Lat. 40°20'00" N. Long. 112°40'00" W; to Lat. 39°55'00" N. Long. 112°40'00" W; to Lat. 39°55'00" N. Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 113°48'00" W; to Lat. 40°00'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°00'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W, to Lat. 40°26'00" N, Long. 114°00'00" W; to Lat. 40°38'30" N, Long. 114°00'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Continuous.
Using agency. Commander, Hill AFB. Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6407 **Wendover, Utah.**

Boundaries. Beginning at Lat. 40°36'30" N, Long. 114°14'00" W; to Lat. 40°38'00" N, Long. 114°07'40" W; to Lat. 40°38'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°00'00" W; to Lat. 40°26'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°08'00" W; to Lat. 40°20'00" N, Long. 114°18'00" W; to the point of beginning.
Designated altitudes. 15,000 feet MSL to flight level 350.
Time of designation. Sunrise to sunset, Monday through Saturday.
Using agency. Commander, Ogden Air Materiel Area, Ogden, Utah.

AMENDMENTS 1/26/63 28 F.R. 19-42 (Rerun);

R-6408 **Indian Creek, Utah.**

Boundaries. Beginning at latitude 38°22'00" N., longitude 109°38'00" W.; to latitude 38°06'00" N., longitude 109°22'00" W.; to latitude 37°59'00" N., longitude 109°23'00" W.; to latitude 37°57'00" N., longitude 109°25'00" W.; to latitude 37°58'00" N., longitude 109°40'00" W.; to latitude 38°21J00" N., longitude 109°54'00" W.; to latitude 38°23'00" N., longitude 109°52'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 8/1/63 28 F. R. 6495 (Added);

R-6409 **Green River, Utah.**

Boundaries. Beginning at latitude 39°00'00" N., longitude 110°03'00" W.; to latitude 38°54'00" N., longitude 109°58'00" W.; to latitude 38°51'00" N., longitude 110°05'00" W.; to latitude 38°58'00" N., longitude 110°09'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Denver ARTC Center.
Using agency. Commander, Air Force Missile Development Center, Holloman AFB, New Mexico.

AMENDMENTS 8/1/63 28 F. R. 6495 (Added);

§ 73.65 Vermont

R-6501 Underhill, Vt.

Boundaries. Beginning at Lat. 44°30'15" N, Long. 72°51'30" W; to Lat. 44°27'00" N, Long. 72°50'00" W; to Lat. 44°27'30" N, Long. 72°53'15" W; to Lat. 44°28'30" N, Long. 72°56'50" W; to Lat. 44°30'00" N, Long 72°56'30" W; to the point of beginning.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. Continuous, June 1 through July 31; 0700 to 0100, e.s.t., August 1 through May 31.

Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

§ 73.66 Virginia

R-6601 Camp Hill, Va.

Boundaries. Beginning at latitude 38°07'47" N., longitude 77°13'25" W.; to latitude 38°06'50" N., longitude 77°10'34" W.; to latitude 38°05'30" N., longitude 77°09'06" W.; to latitude 38°03'15" N., longitude 77°09'20" W.; to latitude 38°02'15" N., longitude 77°11'15" W.; to latitude 38°01'17" N., longitude 77°16'45" W.; to latitude 38°05'13" N., longitude 77°17'15" W.; to point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. 0700 to 2300 e.s.t., June 1 through September 8 annually.

Controlling agency. Federal Aviation Agency, Washington ARTC Center.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

R-6602 Camp Pickett, Va.

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°57'54" N.; longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N.; longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning. .

Designated altitudes. Surface to 18,500 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 e.s.t. Saturday to 2200 e.s.t. Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using agency. Commanding General, Second United States Army, Fort Meade, Md.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun); On publ. 1/18/63 28 F.R. 486 (Rewritten); On publ. 4/16/63 28 F.R. 3692 (Rewritten);

R-6604 Chincoteague Inlet, Va.

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

R-6606 Pendleton, Va.

Boundaries. Beginning at Lat, 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W; to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W; to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. 0800 to 1700 EST. Monday through Friday.

Using agency. Commanding Officer. U. S. Fleet Air Defense Training Center, Dam Neck, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

R-6608 Quantico, Va.

Boundaries. Beginning at latitude 38°31'15" N., longitude 77°24'20" W.; to latitude 38°29'00" N., longitude 77°28'45" W.; to latitude 38°31'20" N., longitude 77°34'07" W.; to latitude 38°37'00" N., longitude 77°34'07" W.; to latitude 38°37'50" N., longitude 77°32'20" W.; to latitude 38°37'00" N., longitude 77°25'34" W.; to latitude 38°34'00" N., longitude 77°24'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, Marine Corps Air Station, Quantico, Va.

AMENDMENTS 10/18/62 27 F.R. 9985 (Rewritten); 1/26/63 28 F.R. 19-43 (Rerun);

R-6609 Tangier Island, Va.

Boundaries. A circular area with a 5-nautical mile radius centered at Lat. 37°47'54" N, Long. 76°03'48" W.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Designated altitudes. Surface to 20,000 feet MSL.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun); 8/22/63 28 F. R. 6397 (Changed);

R-6610 Hampton Roads, Va. (Langley AFB), Restricted Area/Military Climb Corridor.

Boundaries. The area based on the 011° radial of the Langley AFB VOR extending from 5 miles N of the airbase (Lat.37°05'05"N, Long. 76°21'40" W) to 32 miles N of the airbase, having a width of 1 mile W and 2 miles E of the 011° radial at the beginning. The W boundary expands uniformly to a width of 2.3 miles W of the 011° radial at the outer extremity. The E boundary decreases to a width of 1.5 miles 10 miles from the point of beginning, then expands to a width of 2.3 miles E of the 011° radial at the outer extremity.
Designated altitudes.
2,000 feet MSL to 15,000 feet MSL from 5 miles N of the airbase to 6 miles N of the airbase.
2,000 feet MSL to flight level 240 from 6 to 7 miles N of the airbase.
2,000 feet MSL to flight level 270 from 7 to 10 miles N of the airbase.
6,000 feet MSL to flight level 270 from 10 to 15 miles N of the airbase.
10,000 feet MSL to flight level 270 from 15 to 20 miles N of the airbase.
15,000 feet MSL to flight level 270 from 20 to 25 miles N of the airbase.
19,000 feet MSL to flight level 270 from 25 to 32 miles N of the airbase.
Controlling agency. Norfolk Approach Control.
Time of designation. Continuous.
Using agency. Commander, Langley AFB, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun); On publ. 4/10/63 28 F.R. 3483 (Changed);
6/30/63 28 F.R. 6496 (Changed);

R-6611 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N, Long. 77°02'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. 0800 to 1700 EST, Monday through Friday.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation. 0800 to 1700 EST, Monday through Friday.
Controlling agency. Federal Aviation Agency, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. 0800 to 1700 EST, Monday through Friday.
Controlling agency. Federal Aviation Agency, Washington ARTC Center
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

AMENDMENTS 1/26/63 28 F.R. 19-43 (Rerun);

§ 73.67 Washington

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W.; to latitude 47°02'30" N., longitude 122°31'40" W.; to latitude 47°02'30" N., longitude 122°31'00" W.; to latitude 47°00'40" N., longitude 122°31'25" W.; to latitude 47°00'40" N., longitude 122°32'55" W.; to latitude 46°58'05" N., longitude 122°34'00" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 47°04'25" N., longitude 122°35'15" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'05" N., longitude 122°45'00" W.; to latitude 46°57'12" N., longitude 122°46'50" W.; to latitude 47°00'40" N., longitude 122°41'40" W.; to latitude 47°04'35" N., longitude 122°41'30" W.; to latitude 47°05'25" N., longitude 122°38'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6705 Juan De Fuca, Wash.

Boundaries. Beginning at Lat. 48°14'30" N, Long. 123°42'00" W; to Lat. 48°10'30° N, Long. 123°42'00" W; thence one-half mile N of and parallel to the N coast of Washington to Lat. 48°18'35" N, Long. 124°25'00" W; to Lat. 48°24'30" N, Long. 124°25'00" W; thence along the United States-Canadian border to the point of beginning.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6707 Queets, Wash.

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6708 Rosario Strait, Wash.

Boundaries. A circular area with a 1 nautical mile radius centered at Lat. 48°29'06" N, Long. 122°45'42" W.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

R-6713 Whidbey Island, Wash.

Boundaries. Beginning at Lat. 48°25'00" N, Long. 123°05'00" W; to Lat. 48°23'00" N, Long. 123°06'00" W; to Lat. 48°16'30" N, Long. 123°03'00" W; to Lat. 48°16'30" N, Long. 122°55'30" W; to Lat. 48°19'45" N, Long. 122°46'30" W; to Lat. 48°25'00" N, Long. 122°53'30" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. 0700 to 2400 local time.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding Officer, NAS Whidbey Island, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun); 11/14/63 28 F. R. 9841 (Changed);

R-6714 Yakima, Wash.

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W.; along the W. shore of the Columbia River to latitude 46°39'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 119° 55'30" W.; to latitude 46°33'00" N., longitude 120°13'00" W.; to latitude 46°40'35" N., longitude 120°26'35" W.; to latitude 46°43'00" N., longitude 120°26'38" W.; to latitude 46°51'00" N., longitude 120°21'30" W.; to latitude 46°51'00" N., longitude 120°16'30" W.; to latitude 46°54'30" N., longitude 120°15'00" W.; clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W.; to latitude 46°51'00" N., longitude 120°08'30" W.; to the point of beginning.
Designated altitudes. Surface to 38,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun)

R-6715 Richland, Wash.

Boundaries. Beginning at latitude 46°48'00" N., longitude 119°35'00" W.; to latitude 46°48'00" N., longitude 119°25'00" W.; to latitude 46°45'00" N.; longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°20'00" W.; to latitude 46°30'00" N., longitude 119°13'00" W.; to latitude 46°20'00" N., longitude 119°13'00" W; to latitude 46°30'00" N., longitude 119°47'00" W.; to latitude 46°40'00" N., longitude 119°47'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Richland, Washington.

AMENDMENTS 1/26/63 28 F.R. 19-45 (Rerun);

§ 73.68 West Virginia
AMENDMENTS 1/26/63 28 F.R. 19-47 (Rerun);

§ 73.69 Wisconsin
R-6901 Camp McCoy, Wis.

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W.; to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°44'00" W.; to point of beginning.
Designated altitudes. Surface to flight level 250.
Time of designation. May 23 through September 5.
Using agency. Commanding Officer, Camp McCoy, Wis.

AMENDMENTS 1/26/63 28 F.R. 19-47 (Rerun);

R-6903 Sheboygan, Wis.

Boundaries. Beginning at latitude 43°19'00" N., longitude 87°41'00" W.; to latitude 44°05'30" N., longitude 87°29'45" W.; to latitude 44°02'00" N., longitude 87°02'30" W.; to latitude 43°15'30" N., longitude 87°14'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. 0600 to 2200 CST, May 1 through September 30, and from 0800 to 1600 CST, October 1 through April 30.
Controlling agency. Federal Aviation Agency, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wisconsin.

AMENDMENTS 11/15/62 27 F.R. 9510 (Rewritten); 1/26/63 28 F.R. 19-47 (Rerun);

R-6904 Volk Field, Wis.

Boundaries. Beginning at Lat. 44°16'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W; to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Adjutant General, State of Wisconsin, Madison, Wis.

AMENDMENTS 1/26/63 28 F.R. 19-47 (Rerun);

R-6905 Madison, Wis. (Truax Field), Restricted Area/Military Climb Corridor.

Boundaries. The area centered on the 003° radial of the Truax VOR extending from 5 miles N of the airport (Lat. 43°08'15" N, Long. 89°20'10" W) to 32 miles N of the airport, having a width of 2 miles at the beginning and expanding uniformly to a width of 4.6 miles at the outer extremity.
Designated altitudes.
2,900 feet MSL to 15,900 feet MSL from 5 miles N of the airport to 6 miles N of the airport.
2,900 feet MSL to flight level 249 from 6 to 7 miles N of the airport.
2,900 feet MSL to flight level 270 from 7 to 10 miles N of the airport.
6,900 feet MSL to flight level 270 from 10 to 15 miles N of the airport.
10,900 feet MSL to flight level 270 from 15 to 20 miles N of the airport.
15,900 feet MSL to flight level 270 from 20 to 25 miles N of the airport.
19,900 feet MSL to flight level 270 from 25 to 32 miles N of the airport.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Madison Approach Control.
Using agency. Commander, 325th Fighter Interceptor Squadron, Truax Field, Madison, Wis.

AMENDMENTS 1/26/63 28 F.R. 19-47 (Rerun);

§ 73.70 Wyoming

R-7001 Guernsey, Wyo.

Boundaries. Beginning at latitude 42°30'00" N., longitude 104°54'30" W.; to latitude 42°30'00" N., longitude 104°40'00" W.; to latitude 42°23'00" N., longitude 104°40'00" W.; to latitude 42°19'00" N., longitude 104°45'00" W.; to latitude 42°18'00" N., longitude 104°45'00" W.; to latitude 42°19'30" N., longitude 104°51'00" W.; to latitude 42°24'00" N., longitude 104°54'30" W.; to the point of beginning.
Designated altitudes. Surface to 23,500 feet MSL.
Time of designation. 0430 to 2400 MST, May 15 through September 5.
Controlling agency. Federal Aviation Agency, Casper, Wyo., Flight Service Station.
Using agency. Adjutant General, State of Wyoming.

AMENDMENTS 1/26/63 28 F.R. 19-47 (Rerun); 6/27/63 28 F. R. 4611 (Changed);

§ 73.71 Puerto Rico

R-7101 Culebra Island, P.R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical mile limit from the shoreline.
Designated altitudes. Surface to flight level 500.
Time of designation. During VFR weather conditions, and only after issuance of NOTAMS by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMS also to be issued upon cessation of firing.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENTS 1/26/63 28 F.R. 19-48 (Rerun);

R-7102 **Punta Figuras, P. R.**

Boundaries. Beginning at latitude 17°57'14" N., longitude 66°02'52" W.; to latitude 17°55'10" N., longitude 65°58'45" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 17°53'45" N., longitude 66°07'10" W.; clockwise along the arc of an 11,000 yard radius circle centered at latitude 17°57' 14" N., longitude 66°02'52" W.; to latitude 17°55'55" N., longitude 66°08'25" W.; to point of beginning.

Designated altitude. Surface to 15,000 feet MSL or surface to 30,000 feet MSL as specified in NOTAMs required to activate the area.

Time of designation. Sunrise to sunset during periods of unrestricted visibility and only after issuance of NOTAMs by the Commandant, 10th Naval District at least 48 hours prior to firing. NOTAMs also to be issued upon cessation of firing.

Using agency. Commanding General, U. S. Army, Caribbean, San Juan, Puerto Rico.

AMENDMENTS 1/26/63 28 F.R. 19-48 (Rerun); On publ: 4/16/63 28 F.R. 3692 (Rewritten);

R-7103 **Salinas, P.R.**

Boundaries. Beginning at Lat. 18°03'00" N., Long. 66°14'35" W.; to Lat. 18°01'16" N., Long. 66°15'14" W.; to Lat. 17°59'57" N., Long. 66°16'00" W.; to Lat. 17°59'16" N., Long. 66°17'11" W.; to Lat. 18°01'00" N., Long. 66°19'58" W.; to Lat. 18°01'53" N., Long. 66°18'53" W.; to Lat. 18°02'34" N., Long. 66°18'47" W.; to Lat. 18°03'25" N., Long. 66°17'54" W.; to Lat. 18°04'07" N., Long. 66°17'00" W.; to point of beginning.

Designated altitude. Surface to 12,000 feet MSL.

Time of designation. Continuous, June 1 through August 31; and sunrise to sunset, Saturday and Sunday, September 1 through May 31.

Using agency. Commanding General, U. S. Army Caribbean, San Juan, P.R.

AMENDMENTS 1/26/63 28 F.R. 19-48 (Rerun);

R-7104 **Vieques Island, P.R.**

Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3 nautical mile limit from the shoreline.

Designated altitudes. Surface to flight level 500.

Time of designation. Continuous, but only after issuance of NOTAMS by the Commandant, 10th Naval District, at least 48 hours prior to firing. NOTAMS to contain information concerning time of cessation of firing.

Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENTS 1/26/63 28 F.R. 19-48 (Rerun) ;

§ 73.72 **Guam**

R-7201 **Nafatan Rock, Guam.**

Boundaries. The area within a 5-nautical mile radius of Lat. 14°50'00" N, Long. 145°32'00" E. excluding the portion which lies 3 nautical miles beyond the shoreline.

Designated altitudes. Surface to flight level 600.

Time of designation. Continuous.

Using agency. Commanding Officer, NAS Agana, Guam.

AMENDMENTS 1/26/63 28 F.R. 19-48 (Rerun);

PART 75 -- ESTABLISHMENT OF JET ROUTES (NEW)

SUBPART A -- GENERAL
Sec.
75.1 Applicability
75.11 Jet routes.
75.13 High altitude navigational aids
75.15 Jet advisory areas.
75.17 Bearings: radials; miles

SUBPART B -- JET ROUTES
Sec.
75.100 Jet routes

SUBPART C -- JET ADVISORY AREAS
Sec.
75.200 En route jet advisory areas
75.300 Terminal jet advisory areas

SUBPART A -- GENERAL

§ 75.1 Applicability

The routes that are described in Subpart B of this part are designated as jet routes between high altitude navigational aids or intersections of their signals, along which aircraft may be operated at and above flight level 240. The areas described in Subpart C of this part are designated as jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control area extensions, or in the vicinity of specific geographical locations.

§ 75.11 Jet routes.

(a) Each jet route consists of a direct course for navigating aircraft at and above flight level 240 between the respective navigational aids and intersections specified for that route. They are designated in Subpart B.

(b) Jet routes designated in a west to east dirdction between their initial and final points are normally assigned even numbers, even though parts of such a route may deviate from that direction between any two or more intermediate points.

(c) Jet routes designated in a south to north direction between their initial and final points are normally assigned odd numbers, even though parts of such a route may deviate from that direction between any two or more intermediate points.

§ 75.13 High altitude navigational aids.

The navigational facilities used in the jet route descriptions in Subpart B of this part, and the following, are high altitude navigational aids:

(a) Nantucket, Mass. -- CONSOLAN.
(b) Newark, N. J. -- RR.
(c) Wilmington (Carolina Beach), N. C -- RBN
(d) Marathon, Fla. -- RBN.
(e) Galveston, Tex. -- RBN.
(f) Grand Isle, La. -- RBN.
(g) Egmont Key, Fla. -- RBN.
(h) Miami, Fla. -- RBN.
(i) Pensacola, Fla. -- RBN.
(j) Millville, N. J. -- RR.
(k) Boston, Mass. -- RBN.
(l) Squantum, Mass. -- RBN.
(m) Weeksville, N. C.--RBN

3/7/63 28 F.R. 721 (Changed);
3/7/63 28 F.R. 521 (Added)

PENDING AMENDMENT
In the text of § 75.13 "Newark, N. J.--RR." is deleted and "Newark, N. J.--RBN." is substituted therefor.
2/6/64 28 F. R. 14310 (Changed);

§ 75.15 Jet advisory areas.

(a) Jet advisory areas consist of airspace within the continental control area, as designated in Subpart C of this part.

(b) En route radar jet advisory areas consist of areas within which jet advisory service is provided by using radar. Unless otherwise designated, each of them includes the area within 16 miles on each side of the jet route segment from flight level 240 through flight level 410, inclusive.

(c) Terminal radar jet advisory areas consist of areas in which jet advisory service is provided by using radar. Unless otherwise designated, each of them includes the area within 16 miles on each side of the VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between facilities, or centerlines of control area extensions from flight level 240 through flight level 410, inclusive.

(d) Nonradar jet advisory areas consist of areas within which jet advisory service is provided on a procedural basis without the use of radar. Unless otherwise designated, each of them includes the area within 16 miles on each side of the jet route segment from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 410, inclusive.

(e) Jet advisory areas do not include the airspace within positive control areas, prohibited areas, or restricted areas except restricted area military climb corridors and those restricted areas specified in Subpart E of Part 71 of this chapter.

(f) Jet advisory areas that are based on jet routes are identified by the associated jet route number. Those based on VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control area extension, and those in the vicinity of geographical locations, are identified by geographical names.

Eff. on publ. (2/5/63) 28 F.R. 1100 (Changed);
AMENDMENTS 9/30/63 28 F.R. 9384 (Changed);

§ 75.17 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.
(b) Unless otherwise specified, all mileages in this part are stated as stitute miles.

SUBPART B -- JET ROUTES

§ 75.100 Jet routes.

SUBPART C -- JET ADVISORY AREAS

§ 75.200 En route jet advisory areas.

§ 75.300 Terminal jet advisory areas.

SUBPART B - JET ROUTES

§ 75.100 Jet routes.

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.).

Jet Route No. 1 (San Diego, Calif., to Seattle, Wash.).

From San Diego, Calif., via Oceanside, Calif.; Los Angeles, Calif.; INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 27 F.R. 11990 (Changed); 3/7/63 28 F.R. 722 (Changed);

Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.).

From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz.; INT of the Yuma 087° and the Gila Bend, Ariz., 261° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Texas; Fort Stockton, Texas; San Antonio, Texas; Houston, Texas; Lake Charles, La.; New Orleans, La.; INT of the New Orleans 066° and the Crestview, Fla., 266° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; to Jacksonville, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 10/17/63 28 F. R. 8283 (Changed);

Jet Route No. 3 (Oakland, Calif., to Kimberly, British Columbia, Canada),

From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Pendleton, Oreg.; Spokane, Wash. to the Kimberly, British Columbia, Canada, RR. excluding the portion that lies over Canadian territory

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 27 F.R. 11990 (Changed);

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.).

From Los Angeles, Calif., via the INT of the Los Angeles 099° and the Blythe, Calif., 272° radials, Blythe; the INT of the Blythe 096° and the Gila Bend, Ariz., 315° radials; Gila Bend; INT of the Gila Bend 098° and the San Simon, Ariz., 286° radials; San Simon; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Dallas, Tex.; Shreveport, La.; Jackson, Miss.; Montgomery, Ala., Augusta, Ga.; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 582 (Changed);

Jet Route No. 5 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg,; The Dalles, Oreg.; INT of the Dalles 352° and the Seattle, Wash., 124° radials, to Seattle.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 6 (Paso Robles, Calif., to Idlewild, N. Y.).

From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif Prescott, Ariz.; Grants, N. Mex.; Albuquerque, N. Mex.; Amarillo, Texas; Oklahoma City, Okla.; Little Rock, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.; Front Royal, Va.; Yardley, Pa., to Idlewild, N. Y

AMENDMENTS 9/20/62 27 F.R. 7019 (Changed); 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 27 F.R. 11990 (Changed);

Jet Route No. 7 (Oakland, Calif., to the United States/Canadian Border).

From Oakland, Calif., via Red Bluff, Calif.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont., via the Great Falls 040° radial to the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); AMENDMENTS 5/30/63 28 F.R 4086 (Rewritten);

Jet Route No. 8 (Oklahoma City, Okla., to Idlewild, N. Y.).

From Oklahoma City, Okla., via Tulsa, Okla.; Springfield, Mo.; Vichy, Mo.; St Louis, Mo.; Louisville, Ky.; Charleston, W. Va.; Front Royal, Va.; Yardley, Pa., to Idlewild, N. Y

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).

From Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Provo, Utah; Salt Lake City, Utah; Ogden, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 28 F.R. 178 (Changed);

Jet Route No. 10 (Los Angeles, Calif., to Denver, Colo.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Farmington, N. Mex., to Denver, Colo.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah).

From Phoenix, Ariz., via Prescott, Ariz.; Bryce Canyon, Utah; Provo, Utah, to Salt Lake City, Utah

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 12 (Pittsburgh, Pa., to Baltimore, Md.).

From Pittsburgh, Pa., to Baltimore, Md.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

JET ROUTE No. 13 (El Paso, Texas, to the United States/Canadian Border.)

From El Paso, Texas, via the INT of the El Paso 282° and the Truth or Consequences, N. Mex., 162° radials: Truth or Consequences:
Albuquerque; Las Vegas, N. Mex.; Pueblo, Colo.; Denver, Colo.; Cheyenne, Wyo., Crazy Woman, Wyo., Billings, Mont., Great Falls, Mont.; via the Great Falls 339° radial to the United States/Canadian Border.

AMENDMENTS 10/18/62 27 F.R. 8615 (Changed); 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 1420 (Changed);

Jet Route No. 14 (Amarillo, Tex., to Atlanta, Ga.).

From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Birmingham, Ala., to Atlanta, Ga.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 15 (San Antonio, Texas, to Newberg, Oreg.)

From San Antonio, Texas, via Wink, Texas; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 128° radials; Albuquerque; Grand Junction, Colo.; Salt Lake City, Utah; Ogden, Utah; Boise, Idaho; INT of the Boise 294° and the Newberg, Oreg., 106° radials; to Newberg.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 1421 (Changed);

PENDING AMENDMENT
In J-15 "Grand Junction, Colo.;" is deleted and "Farmington, N. Mex.; Grand Junction, Colo.;" is substituted therefor.
3/5/64 28 F. R. 14421 (Changed);

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).

From Portland, Oreg., via The Dalles, Oreg.; INT of The Dalles 096° and the Pendleton, Oreg., 254° radials; Pendleton; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Milwaukee, Wis.; INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck;
via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y., to Boston, Mass.

AMEMDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 1421 (Changed); 9/19/63 28 F. R. 8205 (Changed);

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.).

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.).

From San Diego, Calif., via El Centro, Calif.; Yuma, Ariz., INT of the Yuma 087° and the Gila Bend, Ariz., 261° radials; Gila Bend; Phoenix, Ariz.; Grants, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kansas City, Mo.; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; to Joliet, Ill.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 19 (Garden City, Kans., to Omaha, Nebr.).

From Garden City, Kans., to Omaha, Nebr.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 5/2/63 28 F.R. 2028 (Rewritten);

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; Boise, Idaho; Malad City, Idaho; Rock Springs, Wyo.; Denver, Colo.; Gage, Okla.; Oklahoma City, Okla.; Shreveport, La.; Jackson, Miss.; Crestview, Fla.; INT of the Crestview 091° and the Tallahassee, Fla., 288° radials; Tallahassee; Orlando, Fla., to the INT of the Orlando 118° and the Vero Beach, Fla., 339° radials.

AMENDMENTS 12/13/62 27 F.R. 10363 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.).

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; Dallas, Tex.; Oklahoma City, Okla.; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Tex., via Corpus Christi, Tex.; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lake Charles, La.; McComb, Miss.; INT of the McComb 049° and the Birmingham, Ala., 232° radials; Birmingham; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 2027 (Changed);
1/9/64 28 F. R. 12084 (Rewritten);

Jet Route No. 23 (San Antonio, Tex., to Cheyenne, Wyo.).

From San Antonio, Tex., via Mineral Wells, Tex.; Oklahoma City, Okla.; Wichita, Kans.; Hill City, Kans., to Cheyenne, Wyo.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 24 (Gila Bend, Ariz., to Flat Rock, Va.).

From Gila Bend, Ariz., via Phoenix, Ariz.; Grants, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; INT of the Garden City 066° and the Salina, Kans., 257° radials; Salina; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; INT of the Indianapolis 120° and the Charleston, W. Va., 284° radials; Charleston, to Flat Rock, Va.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; Dallas, Tex.; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa; to Minneapolis, Minn.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 2027 (Changed);

Jet Route No. 26 (El Paso, Texas, to Appleton, Ohio).

From El Paso, Texas, via the INT of the El Paso 089° and the Roswell, N. Mex., 213° radials; Roswell; Amarillo, Texas; Wichita, Kans.; Kansas City, Mo.; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; Joliet, Ill., to Appleton, Ohio.

AMENDMENTS 9/20/62 27 F.R. 7430 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.).

From San Antonio, Tex., to Lufkin, Tex.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lufkin, Tex.; Shreveport, La.; Memphis, Tenn.; Evansville, Ind.; INT of the Evansville, 052° and the Dayton, Ohio, 231° radials; Dayton; Cleveland, Ohio; Erie, Pa.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine; to Presque Isle, Maine.

AMENDMENTS 7/26/62 27 F.R. 5087 (Rewritten); (Amendment Alteration 27 F.R. 6199); 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 2027 (Changed); 1/9/64 28 F. R. 12084 (Changed);

Jet Route No. 30 (Salt Lake City, Utah, to Appleton, Ohio).

From Salt Lake City, Utah, via Provo, Utah; Myton, Utah; Kremmling, Colo.; Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Joliet, Ill., to Appleton, Ohio.

AMENDMENTS 9/20/62 27 F.R. 7430 (Changed); 1/26/63 28 F.R. 19-50 (Rerun); 4/4/63 28 F.R. 1421 (Changed);

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).

From New Orleans, La., via the INT of the New Orleans 021° and the Birmingham, Ala., 232° radials to Birmingham.

AMENDMENTS 7/26/62 27 F.R. 5425 (Added); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 32 (Oakland, Calif., to Duluth, Minn.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.; Malad City, Idaho, Crazy Woman, Wyo.; Dupree, S. Dak.; Aberdeen, S. Dak.; Duluth, Minn.; to the INT of the Duluth 051° radial and the United States/Canadian Border.

AMENDMENTS 1/10/63 27 F.R. 11406 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

PENDING AMENDMENT
In J-32 "Crazy Woman, Wyo.;" is deleted and "Boysen Reservoir, Wyo.; Crazy Woman, Wyo.," is substituted therefor;
3/5/64 28 F. R. 14421 (Changed);

Jet Route No. 34 (Dickinson, N. Dak., to Herndon, Va.).

From Dickinson, N. Dak., via Aberdeen, S. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; Pullman, Mich.; INT of the Pullman 118° and the Cleveland, Ohio, 274° radials; Cleveland; Pittsburgh, Pa., to Herndon, Va.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 35 (New Orleans, La., to Northbrook, Ill.).

From New Orleans, La., via the INT of the New Orleans 357° and the Jackson, Miss., 184° radials; Jackson; INT of the Jackson 355° and the Memphis, Tenn., 191° radials; Memphis; St. Louis, Mo.; Capital, Ill.; the INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 27 F.R. 12926 (Changed), 6/27/63 28 F.R. 4700 (Changed);

Jet Route No. 36 (Fargo, N. Dak., to Peck, Mich.).

From Fargo, N. Dak., via Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis., INT of the Milwaukee, Wis., 088° and the Peck, Mich., 269° radials, to Peck, Mich.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 37 (New Orleans, La., to United States/Canadian Border).

From New Orleans, La., via INT of the New Orleans 066° and the Montgomery, Ala., 230° radials; Montgomery; Atlanta, Ga.; Spartanburg, S. C.; Gordonsville, Va.; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Idlewild, N. Y.; Albany, N. Y.; Massena, N. Y.; to the INT of the Massena 037° radial and the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 10/17/63 28 F. R. 8283 (Changed);

Jet Route No. 38 (United States/Canadian Border to Peck, Mich.).

From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Kenora, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 39 (Crestview, Fla., to Dayton, Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville, Ky., to Dayton, Ohio.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun)

Jet Route No. 40 (Montgomery, Ala., to Norfolk, Va.).

From Mongomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga., 268° radials; Macon; Charleston, S. C.; Wilmington, N. C.; INT of the Wilmington 012° and the Norfolk, Va., 229° radials; to Norfolk.

AMENDMENTS 7/26/62 27 F.R. 5425 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 41 (Miami, Fla., to Omaha, Nebr.).

From Miami, Fla., via St. Petersburg, Fla.; Tallahassee, Fla.; INT of the Tallahassee 288° and the Montgomery, Ala., 144° radials; Montgomery; Memphis, Tenn.; Springfield, Mo. Kansas City, Mo., to Omaha, Nebr.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 42 (Dallas, Texas, to Idlewild, N. Y.).

From Dallas, Texas, via Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Charleston, W. Va.; Front Royal, Va.; Yardley, Pa., to Idlewild, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 43 (Key West, Fla., to Wayne, Mich.).

From Key West, Fla., via St. Petersburg, Fla.; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Lexington, Ky.; Dayton, Ohio; to the INT of the Dayton direct radial to Peck, Mich., and the Windsor, Ont., 278° radial.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 44 (Phoenix, Ariz., to Farmington, N. Mex.).

From Phoenix, Ariz., via Winslow, Ariz., to Farmington, N. Mex.

AMENDMENTS 5/30/63 28 F.R. 3484 (Added);

Jet Route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis to Des Moines, Iowa.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 46 (Tulsa, Okla., to Nashville, Tenn.).

From Tulsa, Okla., via Flippin, Ark., to Nashville, Tenn

AMENDMENTS 9/20/62 27 F.R. 7389 (Added); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 47 (Charleston, S. C., to Dayton, Ohio).

From Charleston, S. C., via Columbia, S. C.; Spartanburg, S. C.; Lexington, Ky., to Dayton, Ohio

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 48 (Pulaski, Va., to Delta, Pa.).

From Pulaski, Va., via Herndon, Va.; to the INT of the direct radials between Gordonsville, Va., and Huguenot, N. Y., and between Front Royal, Va., and Yardley, Pa.

AMENDMENTS 3/7/63 28 F.R. 398 (Added);(Amendments Correction 28 F.R. 2028); 6/27/63 28 F.R 4612 (Rewritten);

Jet Route No. 49 (Pittsburgh, Pa., to the United States/Canadian Border).

From Pittsburgh, Pa., via Philipsburg, Pa.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

AMENDMENTS 7/26/62 27 F.R. 5540 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; San Angelo, Texas; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 51 (Jacksonville, Fla., to Raleigh-Durham, N. C.).

From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C., to Raleigh-Durham, N. C.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 52 (Dallas, Texas, to Florence, S. C.).

From Dallas, Texas, via Texarkana, Ark.; Greenwood, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C., to Florence, S. C.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun)

Jet Route No. 53 (Key West, Fla., to Toronto, Ontario, Canada).

That airspace over United States territory from Key West, Fla., via the INT of the Key West 054° and the Miami, Fla., 214° radials; Miami; West Palm Beach, Fla.; Vero Beach, Fla.; INT of the Vero Beach 339° and the Jacksonville, Fla., 163° radials; Jacksonville; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta; Spartansburg, S. C.; Pulaski, Va.; Pittsburg, Pa.; Erie, Pa., to Toronto, Ontario, Canada.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 54 (Alamosa, Colo., to Atlanta, Ga.).

From Alamosa, Colo.; via Garden City, Kans.; Ponca City, Okla., Tulsa, Okla., Little Rock, Ark.; Birmingham, Ala., to Atlanta, Ga.

AMENDMENTS 10/18/62 27 F.R. 8175 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 029° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Idlewild, N. Y.; Boston, Mass.; INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor; Presque Isle, Maine; to the INT of the Presque Isle 357° radial and the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Kremmling, Colo., to Denver, Colo.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 57 (Raleigh-Durham, N. C., to Charleston, W. Va.).

From Raleigh-Durham, N. C., via Pulaski, Va., to Charleston, W. Va.

AMENDMENTS 1/26/63 28 F.R 19-50 (Rerun);

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.).

From Oakland, Calif., via Stockton, Calif.; Tonopah, Nev.; INT of the Tonopah 083° and Bryce Canyon, Utah, 289° radials; Bryce Canyon; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Texas; Dallas, Texas; Alexandria, La., to New Orleans, La.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 59 (Charleston, W. Va., to Syracuse, N. Y.).

From Charleston, W. Va., via Philipsburg, Pa., to Syracuse, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 60 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Wolbach, Nebr.; Des Moines, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 28 F.R. 178 (Changed); 6/27/63 28 F.R 4946 (Changed);

Jet Route No. 61 (Baltimore, Md., to Buffalo, N. Y.).

From Baltimore, Md., via Philipsburg, Pa., to Buffalo, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 62 (Idlewild, N. Y., to Nantucket, Mass.).

From Idlewild, N. Y., via the INT of the Idlewild 080° and the Nantucket, Mass., 255° radials, to Nantucket.

AMENDMENTS 9/20/62 27 F.R. 7388 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 63 (Idlewild, N. Y., to Syracuse, N. Y.).

From Idlewild, N. Y.; Huguenot, N. Y., to Syracuse, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 64 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Hill City, Kans.; Pawnee City, Nebr.; Bradford, Ill., Joliet, Ill., Cleveland, Ohio; Pittsburgh, Pa.; Yardley, Pa., to Idlewild, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 272° and the Blythe, Calif., 096° radials; Blythe; the INT of the Blythe 272° and the Palmdale, Calif., 124° radials; Palmdale; INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; INT of the Bakersfield 345° and the Fresno, Calif., 150° radials; Fresno; Sacramento, Calif.; To Red Bluff, Calif.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 1/10/63 27 F.R. 11639 (Changed); 4/4/63 28 F.R. 582 (Changed);

Jet Route No. 66 (Dallas, Tex., to Little Rock, Ark.);

From Dallas, Tex., via the INT of the Dallas 062° and the Little Rock, Ark., 252° radials; to Little Rock.

AMENDMENTS 5/30/63 28 F.R. 3717 (Added);

Jet Route No. 67 (Lakeview, Oreg., to Newberg, Oreg.).

From Lakeview, Oreg., via the INT of the Lakeview 342° and the Newberg, Oreg., 132° radials to Newberg.

AMENDMENTS 1/10/63 27 F.R. 11499 (Added);

Jet Route No. 68 (Providence, R. I., to Nantucket, Mass.).

From the INT of the Providence, R. I., 270° and the Boston, Mass., 231° radials via Providence, to Nantucket, Mass.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 69 (Mobile, Ala., to Birmingham, Ala.).

From Mobile, Ala., via INT of the Mobile 015° and the Birmingham, Ala., 232° radials; to Birmingham.

AMENDMENTS 1/10/63 27 F.R. 11941 (Added);

Jet Route No. 70 (Hoquiam, Wash., to Idlewild, N. Y.).

From the INT of the Portland, Oreg., 318° and the Seattle, Wash., 247° radials via Seattle: INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; INT of the Pullman 091° and the Windsor, Ont., 278° radials; via the Windsor 278° radial to the United States/Canadian Border. From the INT of the United States/Canadian Border and the Erie, Pa., 278° radial via Erie; Huguenot, N. Y., to Idleiwld, N. Y.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 71 (Appleton, Ohio, to Front Royal, Va.).

From Appleton, Ohio, to Front Royal, Va.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 72 (Albuquerque, N. Mex., to Dallas, Tex.).

From Albuquerque, N. Mex., via Texico, N. Mex.; Wichita Falls, Tex.; to Dallas, Tex.

AMENDMENTS 8/22/63 28 F. R. 5718 (Added);

Jet Route No. 73 (Boise, Idaho, to The Dalles, Oreg.).

From Boise, Idaho, via the INT of the Boise 294° and The Dalles, Oreg., 139° radials; to The Dalles.

AMENDMENTS 4/4/63 28 F.R. 1421 (Added);

Jet Route No. 74 (Los Angeles, Calif., to Dallas, Tex.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; St. Johns, Ariz.; Socorro, N. Mex.; Texico, N. Mex.; Wichita Falls, Tex.; to Dallas, Tex.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 75 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 297° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; INT of the Alma 036° and the Columbia, S. C., 193° radials; Columbia; Gordonsville, Va.; Huguenot, N. Y.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed); 1/26/63 28 F.R. 19-50 (Rerun); 3/7/63 28 F.R. 521 (Changed);
AMENDMENTS 6/27/63 28 F. R. 4348 (Changed);

Jet Route No. 77 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., to West Palm Beach, Fla. From Wilmington, N. C., via Gordonsville, Va., Huguenot, N. Y.; Boston, Mass.; INT of the Boston 014° and the Bangor, Maine, 225° radials; Bangor to the INT of the Bangor 058° radial and the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 3/7/63 28 F.R. 521 (Changed);

Jet Route No. 78 (Los Angeles, Calif., to Idlewild, N. Y.).

From Los Angeles, Calif., via the INT of the Los Angeles 089° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Albuquerque, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky.; Charleston, W. Va.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 7/26/62 27 F.R. 4769 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 79 (Miami, Fla., to Idlewild, N. Y.).

From Miami, Fla., to West Palm Beach, Fla. From the boundary of the continental control area S of Wilmington, N. C., via the Wilmington, 192° radial; Wilmington; Norfolk; INT of the Norfolk 023° and the Coyle, N. J., 208° radials; Coyle, to Idlewild, N. Y.

AMENDMENTS 7/26/62 27 F.R. 5496 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 80 (Oakland, Calif., to Idlewild, N. Y.).

From Oakland, Calif., via Stockton, Calif., Tonopah, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Hill City, Kans.; Salina, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Appleton, Ohio; Pittsburgh, Pa.; Philipsburg, Pa.; Allentown, Pa., to Idlewild, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 9/19/63 28 F. R. 7588 (Changed);

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini Bahamas, RBN 008° bearings.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun)

Jet Route No. 82 (Sioux Falls, S. Dak., to Boston, Mass.).

From Sioux Falls, S. Dak., via Fort Dodge, Iowa; INT of the Fort Dodge 096° and the Northbrook, Ill., 274° radials; INT of the Northbrook 274° and the Joliet, Ill., 316° radials; Joliet; Cleveland, Ohio; Erie, Pa.; Albany, N. Y.; INT of the Albany 084° and the Boston, Mass., 325° radials; to Boston

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 9/19/63 28 F. R. 8205 (Rewritten);

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; Wolbach, Nebr.; Des Moines, Iowa; INT of the Des Moines 066° and the Northbrook, Ill., 274° radials, to Northbrook.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 9/19/63 28 F. R. 8205 (Changed);

Jet Route No. 85 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland, to the INT of the Cleveland 328° radial and the United States/Canadian Border.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 87 (Houston, Texas, to Northbrook, Ill.).

From Houston, Texas, via Dallas, Texas; INT of the Dallas 339° and the Tulsa, Okla., 211° radials; Tulsa; Butler, Mo.; INT of the Butler 009° and the Kansas City, Mo., 060° radials; INT of the Kansas City 060° and the Bradford, Ill., 247° radials; Bradford; Joliet, Ill., to Northbrook, Ill.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 88 (Los Angeles, Calif., to Medford, Oreg.).

From Los Angeles, Calif., via INT of the Los Angeles 303° and the Santa Barbara, Calif., 109° radials; Santa Barbara; Salinas, Calif.; INT of the Salinas 310° and the Oakland, Calif., 170° radials; Oakland; INT of the Oakland 305° and the Ukiah, Calif., 172° radials; Ukiah, to Medford, Oreg.

AMENDMENTS 2/7/63 27 F.R. 11990 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun); 3/7/63 28 F.R. 722 (Changed);
AMENDMENTS 6/27/63 28 F. R. 4164 (Rewritten);

Jet Route No. 89 (Miami, Fla., to Duluth, Minn.).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Atlanta, Ga.; Louisville, Ky.; INT of Louisville 334° and the Northbrook, Ill., 159° radials; Northbrook; Milwaukee, Wis., to Duluth, Minn.

AMENDMENTS 9/20/62 27 F.R. 7713 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 90 (Seattle, Wash., to the United States/Canadian Border).

From Seattle, Wash., via the INT of the Seattle 091° and the Mullan Pass, Idaho, 269° radials; Mullan Pass; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 293° radials; Northbrook; INT of the Northbrook 093° and the Windsor, Ontario, 261° radials; to the INT of the Windsor 261° radial and the United States/Canadian Border.

AMENDMENTS 7/26/62 27 F.R. 5425 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);
AMENDMENTS 9/19/63 28 F. R. 8205 (Changed);

Jet Route No. 91 (Atlanta, Ga., to the United States/Canadian Border).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; Cleveland; to the INT of the Cleveland 328° radial and the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 92 (Oakland, Calif., to Tucson, Ariz.).

From Oakland, Calif., via Stockton, Calif.; INT of the Stockton 085° and the Tonopah, Nev., 268° and the Beatty, Nev., 326° radials; Beatty; INT Beatty 142°, Boulder, Nev., 272° radials; Boulder; Prescott, Ariz.; Phoenix, Ariz., to Tucson, Ariz.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 28 F.R. 178 (Changed)

Jet Route No. 93 (Newport, Oreg., to Seattle, Wash.).

From the INT of the Medford, Oreg., 339° and the Portland, Oreg., 222° radials via Portland; INT of the Portland 353° and the Seattle, Wash., 197° radials, to Seattle.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Fort Dodge, Iowa; INT of the Fort Dodge 096° and the Northbrook, Ill., 274° radials; Northbrook; Pullman, Mich.; Peck, Mich., to the INT of the Peck 100° radial with the United States/Canadian Border. From the United States/Canadian Border at its INT with the Buffalo, N. Y., 274° radial via Buffalo; Albany, N. Y., to Boston, Mass.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 9/19/63 28 F. R. 8205 (Changed);

Jet Route No. 95 (Idlewild, N. Y., to the United States/Canadian Border).

From Idlewild, N. Y., via Huguenot, N. Y., Buffalo, N. Y.; to the INT of the Buffalo 312° radial and the United States/Canadian Border.

AMENDMENTS 9/20/62 27 F.R. 7388 (Changed); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 96 (Seattle, Wash., to the United States/Canadian Border).

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 97 (Nantucket, Mass., to Plattsburgh, N. Y.).

From Nantucket, Mass., via Boston, Mass., to Plattsburgh, N. Y.
AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 101 (Houston, Texas, to Sault Ste. Marie, Mich.).

From Houston, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Capital, Ill.; INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet; Northbrook, Ill.; Milwaukee, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

AMENDMENTS 7/26/62 27 F.R. 5497 (Changed); 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 27 F.R. 12926 (Changed); 11/14/63 28 F. R. 10475 (Rewritten);

Jet Route No. 103 (St. Petersburg, Fla., to Orlando, Fla.).

From St. Petersburg, Fla., to Orlando, Fla.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 104 (Tucson, Ariz., to Grants, N. Mex.).

From Tucson, Ariz., via San Simon, Ariz., to Grants, N. Mex.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 105 (Dallas, Texas, to Milwaukee, Wis.).

From Dallas, Texas, via Springfield, Mo.; Moline, Ill.; INT of the Moline 042° and the Milwaukee, Wis., 228° radials, to Milwaukee.

AMENDMENTS 1/26/63 28 F.R 19-50 (Rerun);

Jet Route No. 106 (Minneapolis, Minn., to Green Bay, Wis.).

From Minneapolis, Minn., to Green Bay, Wis.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif.; Boulder, Nev.; Milford, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 2/7/63 28 F.R. 178 (Changed);
11/14/63 28 F. R. 10418 (Changed);

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.).

From Wilmington, N. C., via Gordonsville, Va.; Front Royal, Va.; Philipsburg, Pa., to Buffalo, N. Y.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 500 (Lakehead, Ontario, to Fredericton, New Brunswick).(joins Canadian high level airway No. 500).

From the Lakehead, Ontario RR via Sault Ste. Marie, Mich.; Gore Bay, Ontario, RR; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

AMENDMENTS 10/18/62 27 F.R. 8972 (Rewritten); 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 501 (Seattle, Wash., to United States/Canadian Border). (Joins Canadian High Level Airway No. 501).

From Seattle, Wash., to the INT of the Seattle 331° radial and the United States/Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 503(Seattle, Wash., to United States/Canadian Border) (joins Canadian High Level airway No. 503).

From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to the Princeton, British Columbia, RR.

AMENDMENTS 6/27/63 28 F. R. 4553 (Added);

Jet Route No. 515 (Pembina, N. Dak., to the United States/Canadian Border).(joins Canadian high level airway No. 515.

From Pembina, N. Dak., to the INT of the Pembina 356° radial and the United States-Canadian Border.

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun); 11/14/63 28 F. R. 10418 (Rewritten);

Jet Route No. 532 (Pembina, N. Dak., to the United States/Canadian Border) (joins Canadian high level airway No. 532).

From Pembina, N. Dak., to the United States/Canadian Border via the Pembina to Red Lake, Ontario RBN direct radial.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 533 (Duluth, Minn., to the United States/Canadian Border) (joins Canadian high level airway No. 533).

From Duluth, Minn., to the United States/Canadian border via the Duluth to Lakehead, Ontario, direct radial.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 545 (Cleveland, Ohio, to the United States/Canadian Border)(joins Canadian High Level Airway No. 545).

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 546 (Peck, Mich., to the United States/Canadian Border).(joins Canadian high level airway No. 546).

From Peck, Mich., to the INT of the Peck 074° radial with the United States/Canadian Border

AMENDMENTS 1/26/63 28 F.R. 19-50 (Rerun);

Jet Route No. 548 (Sault Ste. Marie, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 548).

From Sault Ste. Marie, Mich., to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 560 (Plattsburgh, N. Y., to the United States/Canadian Border).(joins Canadian high level airway No. 560).

From Plattsburgh, N. Y., to the United States/Canadian Border via the Plattsburgh 037° radial.

AMENDMENTS 9/20/62 27 F.R. 6972 (Added); 1/26/63 28 F.R. 19-50 (Rerun);
11/14/63 28 F. R. 10452 (Rewritten);

Jet Route No. 563 (Plattsburgh, N. Y., to the United States/Canadian Border). (Joins Canadian high level airway No. 563.)

From Plattsburgh, N. Y., to the United States/Canadian Border via the Plattsburgh to Sherbrooke, Quebec, Canada, direct radial.

AMENDMENTS 11/14/63 28 F. R. 10452 (Added);

SUBPART C - JET ADVISORY AREAS

§75.200 En route jet advisory areas.

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 7 jet advisory area.
Radar--From 65 nmi NE of Dillon, Mont., to United States/Canadian Border.
Nonradar--From the positive control area boundary NE of Dillon, Mont., to 65 nmi NE of Dillon.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 13 jet advisory area.
Radar From the positive control area boundary SE of Crazy Woman, Wyo., to the United States/Canadian Border.

Eff. on Publ: (10/31/63) 28 F.R. 11616 (Rewritten);
PENDING AMENDMENT
Jet Route No. 13 jet advisory area.
Radar From the positive control area boundary NW of Crazy Woman, Wyo., to the United States/Canadian Border.
2/6/64 28 F. R. 14310 (Rewritten);

Jet Route No. 16 jet advisory area.
Radar From the positive control area boundary W of Whitehall, Mont., to the positive control area boundary W of Sioux Falls, S. Dak., excluding the portion below FL 310 from 75 nmi W of Whitehall, to 97 nmi E of Whitehall. From the positive control area boundary E of Buffalo, N. Y., to Boston, Mass.
Nonradar From 75 nmi W of Whitehall, Mont., to 97 nmi E of Whitehall, FL 270 to FL 300 inclusive.

Eff. on Publ: (10/31/63) 28 .F.R. 11616 (Rewritten);

Jet Route No. 20 jet advisory area.
Radar From the positive control area boundary NW of Orlando, Fla., to Orlando
Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 25 jet advisory area.
Radar From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex.

Eff. On Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 29 jet advisory area.
Radar From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex. From the positive control area boundary SW of Syracuse, N. Y., to Plattsburgh, N. Y.
Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 32 jet advisory area.
Radar From the positive control area boundary SW of Crazy Woman, Wyo., to the positive control area boundary NE of Aberdeen, S. Dak.
Nonradar From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian Border only from FL 370 to FL 390, inclusive.

Eff. on Publ. 10/31/63) 28 F.R. 11616 (Rewritten):
PENDING AMENDMENT
Jet Route No. 32 jet advisory area.
Radar From the positive control area boundary SW of Dupree, S. Dakota, to the positive control area boundary NE of Aberdeen, S. Dakota.
Nonradar From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian Border only from FL 370 to FL 390, inclusive.
2/6/64 28 F. R. 14310 (Rewritten);

Jet Route No. 37 jet advisory area.
Radar From the positive control area boundary S of Albany, N. Y., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 38 jet advisory area.
Nonradar From United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and FL 370 only.

Eff. on Publ. (10/31/63) 28 F.R 11616 (Rewritten);

Jet Route No. 41 jet advisory area.
Radar Miami, Fla., to the positive control area boundary SE of Tallahassee, Fla.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 43 jet advisory area.
Radar St. Petersburg, Fla., to the positive control area boundary SE of Tallahassee, Fla.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 49 jet advisory area.
Radar From the positive control area boundary SW of Albany, N. Y., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 53 jet advisory area.
Radar Key West, Fla., to the positive control area boundary S of Jacksonville, Fla.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 55 jet advisory area.
Radar From the positive control area boundary SW of Boston, Mass., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 59 jet advisory area.
Radar From the positive control area SW of Syracuse, N. Y., to Syracuse.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 62 jet advisory area.
Radar From the positive control area boundary SW of Nantucket, Mass., to Nantucket.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 68 jet advisory area.
Radar From the INT of Jet Routes Nos. 68 and 55 to Nantucket, Mass.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 70 jet advisory area.
Radar From the positive control area boundary E of Mullan Pass, Idaho, to the positive control area boundary E of Aberdeen, S. Dak.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 75 jet advisory area.
Radar Miami, Fla., to the positive control area boundary S of Gainesville, Fla. From the positive control area boundary SW of Albany, N. Y., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 77 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla. From the positive control area boundary SW of Boston, Mass., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 79 jet advisory area.
Radar Miami, Fla., to West Palm Beach, Fla.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 81 jet advisory area.
Radar Miami, Fla., to Barracuda INT.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 82 jet advisory area.
Radar From the positive control area boundary SW of Albany, N. Y., to Boston, Mass.

Eff. on Publ. (10/31/63) 28 F.R 11616 (Rewritten);

Jet Route No. 85 jet advisory area.
Radar Miami, Fla., to the positive control area boundary S of Gainesville, Fla.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 89 jet advisory area.
Radar Miami, Fla., to the positive control area boundary S of Gainesville, Fla.

Eff on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 90 jet advisory area.
Radar From the positive control area boundary E of Mullan Pass, Idaho, to the positive control area boundary NW of Sioux Falls, S. Dak.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 94 jet advisory area.
Radar From the positive control area boundary E of Buffalo, N. Y., to Boston, Mass.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 95 jet advisory area.
Radar From the positive control area boundary NW of Huguenot, N. Y., to the positive control area boundary SE of Buffalo, N. Y.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 97 jet advisory area.
Radar Nantucket, Mass., to Plattsburgh, N. Y.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 103 jet advisory area.
Radar St. Petersburg, Fla., to Orlando, Fla.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Jet Route No. 107 jet advisory area.
Radar From 16 nmi SW of Crazy Woman, Wyo., to 26 nmi NE of Pembina , N. Dak.
Non-Radar From 81 nmi NE of Pembina, N. Dak., to 93 nmi NE of Pembina, N. Dak.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten); 11/14/63 28 F. R. 10418 (Rewritten);
PENDING AMENDMENT
Jet Route No. 107 jet advisory area.
Radar From the positive control area boundary SW of Dickinson, N. Dak., to 26 nmi NE of Pembina, N. Dak.
Nonradar From 81 nmi NE of Pembina, N. Dak., to 93 nmi NE of Pembina.
2/6/64 28 F. R. 14310 (Rewritten);

Jet Route No. 500 jet advisory area.
Radar From the United States/Canadian Border SE of Lakehead, Ont., Canada, to the United States/Canadian Border E of Sault Ste. Marie, Mich.; from the United States/Canadian Border W of Millinocket, Maine, to the United States/Canadian Border NE of Millinocket, excluding the airspace below FL 290 from the United States/Canadian Border SE of Lakehead to Sault Ste. Marie.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Jet Route No. 515 jet advisory area.
Radar Pembina, N. Dak., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten); 11/14/63 28 F.R. 10418 (Changed);

Jet Route No. 532 jet advisory area.
Radar Pembina, N. D., to the United States/Canadian Border.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 533 jet advisory area.
Nonradar From the positive control area NE of Duluth, Minn., to the United States/Canadian Border only from FL 370 to FL 390 inclusive.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 548 jet advisory area.
Radar Sault Ste. Marie, Mich., to the United States/Canadian Border.

AMENDMENTS 1/9/64 28 F. R. 12204 (Added);

Jet Route No. 560 jet advisory area.
Radar Plattsburg, N. Y., to the United States/Canadian Border.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

§ 75.300 Terminal jet advisory areas.

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names).

Boston, Mass., jet advisory area.
Radar
a. Nantucket, Mass., CONSOLAN via Control Area 1143 to boundary of the Continental Control Area.
b. Nantucket, Mass., CONSOLAN via Control Area 1144 to boundary of the Continental Control Area.
c. Nantucket, Mass., CONSOLAN via Control Area 1145 to boundary of the Continental Control Area.
d. Direct course between Boston, Mass., and East Boston INT (INT of 098° bearing from the Boston, Mass., RBN and the 041° radial of Whitman, Mass.).

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Brownsville, Tex., jet advisory area.
Radar
a. Brownsville, Tex., via Brownsville 024° radial to boundary of the Continental Control Area.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Los Angeles, Calif., jet advisory area.
Radar
a. Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 223° radials; thence via Control Area 1177 to boundary of the Continental Control Area.
b. Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; to Oceanside, Calif.
c. Los Angeles, Calif., via INT of Los Angeles 257° and Ventura, Calif., 155° radials; to Ventura.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Miami, Fla., jet advisory area.
Radar
a. Lakeland, Fla., via Fort Myers, Fla.; INT of Ft. Myers 137° and Biscayne Bay, Fla., 262° radials; to Biscayne Bay.
b. Copeland, Fla., INT (INT of Fort Myers, Fla., 137° and Miami, Fla., 269° radials) to Miami.
c. West Palm Beach, Fla., to Biscayne Bay, Fla.
d. Miami, Fla., via Marathon, Fla., RBN: thence via Marathon RBN 219° bearing to boundary of the Continental Control Area.
e. Miami, Fla., via Miami 119° radial to boundary of Continental Control Area.
f. Biscayne Bay, Fla., via the Biscayne Bay 087° radial to boundary of Continental Control Area.
g. Biscayne Bay, Fla., via the Biscayne Bay 051° radial to boundary of Continental Control Area.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

Minneapolis, Minn., jet advisory area.
Radar
a. Aberdeen, S. Dak., to Watertown, S. Dak.

New Orleans, La., jet advisory area.

Radar
- a. New Orleans, La., via INT of New Orleans 100° and Mobile, Ala., 224° radials to Mobile.
- b. New Orleans, La., via INT of New Orleans 100° and Picayune, Miss., 161° radials; to INT of Picayune 161° radial with Control Area 1226.
- c. INT of Picayune, Miss., 161° and New Orleans, La., 122° radials to INT of New Orleans 122° radial with Control Area 1226.

Eff. on Publ. (10/31/63) 28 F. R. 11616 (Rewritten);

New York, N. Y., jet advisory area.

Radar
- a. Poughkeepsie, N. Y., to Albany, N. Y.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

San Francisco/Oakland, Calif., jet advisory area.

Radar
- a. Oakland, Calif., via INT of Oakland 221° and Point Reyes, Calif., 161° radials; INT of Point Reyes 161° and Big Sur, Calif., 325° radials; INT of Big Sur, 325° and Salinas, Calif., 281° radials; to Salinas.
- b. INT of Point Reyes, Calif., 161° and Big Sur, Calif., 325° radials to Big Sur.
- c. San Francisco, Calif., via INT of San Francisco 304° and Sacramento, Calif., 233° radials; to INT of Sacramento 233° and Linden, Calif., 269° radials.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);

Tampa, Fla., jet advisory area.

Radar
- a. St. Petersburg, Fla., via INT St. Petersburg 040° and Orlando, Fla., 258° radials; to Orlando.
- b. St. Petersburg, Fla., via Lakeland, Fla., to Orlando, Fla.
- c. St. Petersburg, Fla., to INT of St. Petersburg 275° radial with Control Area 1226.
- d. Egmont Key, Fla., RBN direct to INT of Jet Routes Nos. 41 and 85.
- e. Fort Meyers, Fla., via St. Petersburg, Fla., to Eddy, Fla., INT (INT of St. Petersburg 350° and Ocala, Fla., 241° radials).
- f. Ocala, Fla., to INT of Ocala 241° and Cross City, Fla., 185° radials.
- g. St. Petersburg, Fla., via INT of St. Petersburg 290° and Cross City, Fla., 185° radials; to the INT of Cross City 185° and Ocala, Fla., 241° radials.
- h. St. Petersburg, Fla., to Ocala, Fla.
- i. St. Petersburg, Fla., via St. Petersburg 320° radial to the boundary of the Continental Control Area.

Eff. on Publ. (10/31/63) 28 F.R. 11616 (Rewritten);